THE LITERARY DIGEST

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TOPICS OF THE DAY

THE PRESIDENT'S RENEWED ATTACK ON THE TRUSTS

THE DETERMINATION of the President to insist on antitrust legislation by Congress before adjournment, as reported by the Washington correspondents, does not seem to arouse that chorus of approval that used to greet the antitrust assaults of a few years ago. In the first place, Mr. Wilson may be willing, as he says he is, to stay in the capital all summer if it is necessary, in order to put the new trust laws on the statute-books during the present session. But the average Congressman hardly feels that way about it, say the correspondents. After a continuous session of over a year, and with elections coming on in November, we are told, he would like to go home, where his political fences may need fixing. Then there are ticklish propositions in these measures, particularly as regards labor, and some Democrats argue that postponement might keep them from being campaign issues. Moreover, as the Springfield *Republican* observes, many even among the President's strong supporters advise postponement, pointing "to the difficulty of early agreement upon wise legislation, to the uncertainty in the public mind as to what kind of legislation is now advisable, to the large achievements of this Congress in tariff and financial legislation as sufficiently disturbing for the present to the economic activities of the people, and finally to the hesitation of trade and industry this spring as indicating discouragement and depression in the business world because of the need of rest from agitation." That this is the attitude of that portion of the press most representative of business opinion may be taken for granted. And it should be said that the greater part of the early press comment on the publication of the new bills takes the form of demands for postponement of all action.

Currency reform, notes the Brooklyn *Eagle* (Ind. Dem.), "is still in a formative stage, and enthusiasts are silent as to the effects of the operation" of the new tariff schedules; "the patient has taken two large doses, if not overdoses, and now a third is to be administered." And such dailies as the New York *Tribune* (Rep.), Philadelphia *Press* (Rep.), Providence *Journal* (Ind.), Rochester *Post Express* (Ind.), Washington *Herald* (Ind.) and *Star* (Ind.), and Detroit *Free Press* (Ind.) agree with *The Eagle* that it might be better for the patient if the third dose were withheld for a while. The New York *Evening Post* (Ind.), usually found supporting Mr. Wilson, inclines toward postponement because "the discussion, up to date, has shown the entire unwisdom and impracticability of hasty procedure in the matter," and because "public demand for immediate action on the bills has signally failed to voice itself, in committee hearings or elsewhere." This paper does not believe it is "hysterical for business men to declare that the overhanging doubts about these bills are at least an obstacle to recovery" from the present depression. Nor does the New York *World* (Dem.), a still more consistent supporter of the Administration, believe that additional trust legislation is imperative at this time. Yet, "granting that further action is to be taken," the proposed "omnibus bill" recently reported from the House Judiciary Committee is quite satisfactory to *The World*, which sums up its chief provision as follows:

"Abandoning the attempt to define monopoly more specifically than is done by existing law, the legislation now proposed prohibits price discriminations intended to destroy competition, trade restrictions, and terrorisms designed to the same end, holding companies which establish monopolies, and interlocking directorates between banks and railroads and, in large cities, between banks and trust companies.

"While combinations of farmers and workingmen are legalized so long as they adhere to 'their legitimate objects,' they are not exempted from the penalties of the antitrust laws. In case of strikes, picketing, and even boycotting, 'if they would be lawful in the absence of such disputes,' are permitted. Increased use is made of the writ of injunction as against employers and employees, but in all proceedings for indirect contempt involving workingmen there shall be trial by jury.

"A noteworthy feature of this bill is the fact that in all its parts it upholds the theory of personal guilt. While some new civil remedies are provided when corporations engage in unlawful practises, severe penalties are prescribed also for their officers when guilt is established."

But the New York *Times* and *Journal of Commerce* find additional material for their arguments against immediate action in their dislike for the specific measures now proposed. In the opinion of *The Times* "the country needs new antitrust legislation about as much as the solar system needs an eight-hour day." The "clumsy measures" known as the "Five Brothers" are not helped, we are told, by being gathered into one bill. And this gathering, thinks *The Times*, "invites opposition even better than support." Some alterations may have been for the better, "but in the aggregate they have weakened the bill"—

"The strongest single support of the bill will be found probably in the union-card group of Congress, and the alterations

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in the bill are not to their liking. The discovery that there are some good holding companies will not be admitted by all. Those who are opposed to interlocking directorates in principle can hardly approve the exception of the application of the law to financial institutions with capitalization below $2,500,000, even tho it is the modern way to enact exceptions along with the statute. The suggestion that a jury shall be judge in cases of contempt of court is anomalous. . . . The very bulk of the bill is the best argument against it. It required twenty years for it to be decided whether the original Antitrust Law was declaratory of the common law, or whether it revolutionized business custom. This omnibus bill contains lines where the Sherman Law contained words. If there is to be the same difficulty of interpretation, it will be a generation before it is known what this law really means."

Similarly, *The Journal of Commerce* finds its chief objection to the bill in "the multiplicity of business acts which it would make punishable as crimes. Most of these would be difficult to prove because the criminality would depend upon the 'intent' and not upon the acts themselves."

The labor-union clause of the bill, say the Washington correspondents, is the occasion of much dispute as to what its effect would be. It reads:

"Nothing contained in the antitrust laws shall be construed to forbid the existence and operation of fraternal, labor, consumers', agricultural or horticultural organizations, orders or associations operating under the lodge system, instituted for the purpose of mutual help, and not having capital stock or conducted for profit, or to forbid or restrain individual members of such orders or associations from carrying out the legitimate objects of such associations."

Any mischief that there may be in this proposal is to be found in the last ten words, remarks the New York *Evening Post.* But it adds:

"It does not look as if they could be made a cover for exemption from the operation of the law in respect of acts which are obnoxious to its general prohibitions. Gompers, of course, is greatly disappointed in not finding such exemption in the bill; but if he is sincere in the belief he has exprest before the Judiciary Committee, that under the law as it stands, union labor exists only by the sufferance of the Attorney-General, he ought to be overjoyed at the removal of this fatal peril to the labor cause."

The "specific authorization of cooperation" among the class of workers named seems to the New York *Globe* (Ind.) the best thing in the bill. The provisions regarding interlocking directorates and holding companies are looked upon as "sensible and just." Labor interests are also affected by the sections providing for the issuance of injunctions only after notice and hearing and the possibility of a jury trial in indirect contempt cases—proposals which, in *The Globe's* opinion, have "solid merit."

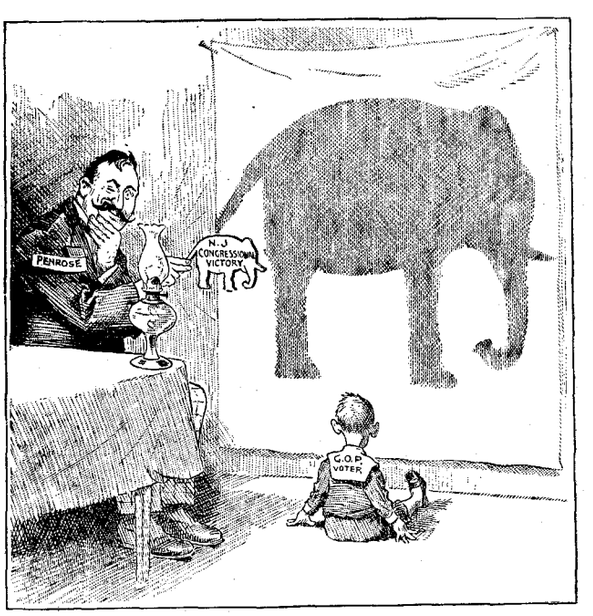
While it is believed by many authorities that, as one writer puts it, "if the President relaxed his pressure the bill would come to a standstill," no one seems to think that this pressure will be relaxed. So the Cleveland *Plain Dealer* (Ind. Dem.) expects to see the passage during the present session of "the desired legislation in one form or another." The Ohio daily thinks the Administration, as well as the Congressmen, is mindful of the coming campaign, and knows that it "can not afford to allow an impression that it faltered in the performance of its promises." And the Springfield *Republican* has a word for the Democrats:

"Fear of defeat in the Congressional elections should not make the party in power pause in the execution of its program. A party that does not care more for putting into effect its principles and policies, while it has control of the government, than for the mere winning of elections deserves no success whatever. . . . . .

"If the democrats fail entirely at this session to enact trust legislation in line with their program, they will surely be exposed to attack. The issue was drawn too sharply in 1912 for them to escape criticism."

And *The Republican* suggests that one portion of their program—the trade-commission plan—could be enacted without serious controversy, and the other features "postponed without exposing the Administration to the charge of faithlessness." A new Trade Commission bill, differing somewhat from the earlier one, has been drafted by the House Committee on Interstate and Foreign Commerce. The Philadelphia *Record* (Dem.) believes that its passage would meet with general approval. But *The Public Ledger* (Ind.), of the same city, objects to it as too inquisitorial, while the New York *Journal of Commerce* considers it "less objectionable" than its predecessor, but thinks it should not be allowed passage at this session of Congress. The New York daily notes that the proposed commission would "take over the functions of the Bureau of Corporations, and its jurisdiction would be confined to investigation and recommendation."

WHAT WAS THAT, TUMULTY?
I DIDN'T HEAR ANYTHING.
—Robinson in the New York *Tribune.*



MAGNIFYING ITS IMPORTANCE.
—DeMar in the Philadelphia *Record.*

ECHOES OF A DEMOCRATIC DEFEAT IN A NEW JERSEY CONGRESSIONAL ELECTION.

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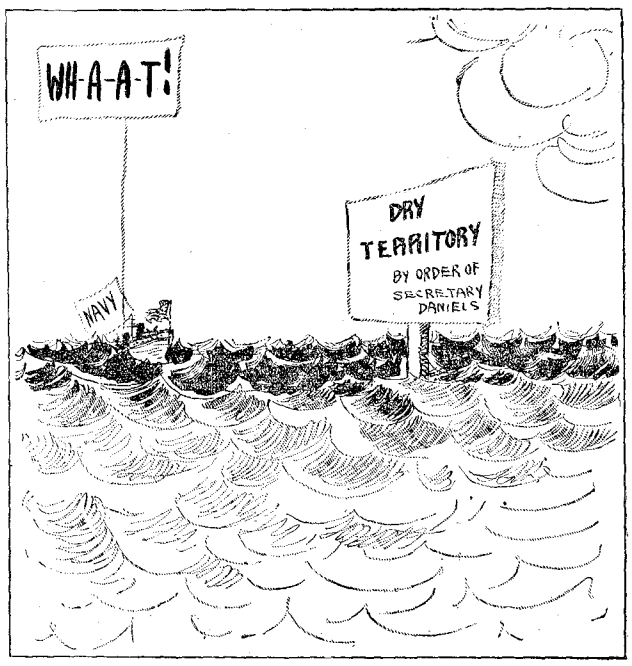
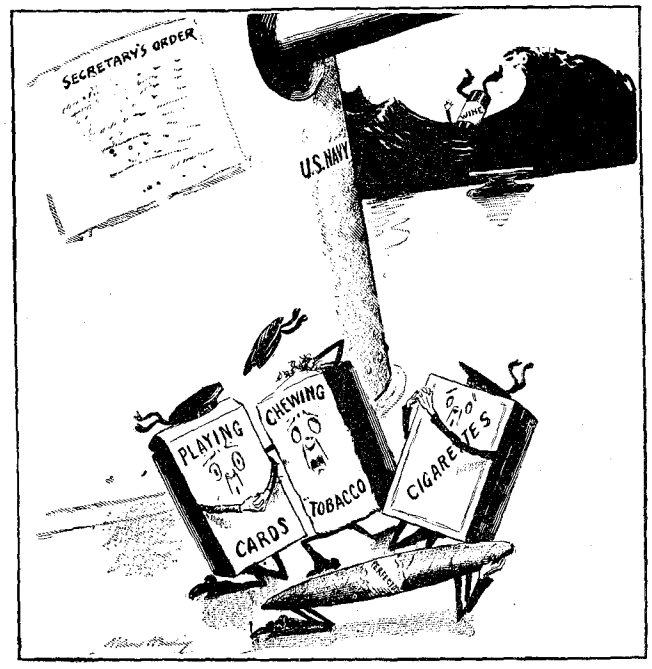


WATER IS DRY.

—Westermann in the Columbus *Ohio State Journal.*



PANIC AT SEA.

—Harding in the Brooklyn *Eagle.*

"NAVY blue" now takes on a new significance.—*Columbia State.*

THE Navy went dry even without the aid of the woman vote.—*Philadelphia Press.*

STARBOARD, larboard, and sideboard have all been jettisoned.—*Philadelphia Record.*

SECRETARY DANIELS'S order seems to have provoked a good deal of dry humor.—*Columbia State.*

WE fear it will go mighty hard with the next naval officer who runs his ship on a bar.—*Boston Transcript.*

SECRETARY DANIELS'S order does not apply to the desk navigators and admirals who brave the hardships of the deep in the department at Washington.—*St. Louis Post Dispatch.*

POSSIBLY Secretary Daniels expects to make each war-ship its own dry dock.—*Philadelphia Press.*

EVEN on a "dry basis" the American Navy has probably not lost its punch.—*Wall Street Journal.*

ALL hands piped on deck to render that fine old ballad, "Drink to Me Only with Thine Eyes."—*Columbia State.*

IT certainly will sound a little strange at first to refer to it as the "U. S. Water-wagon Kentucky."—*Boston Transcript.*

IF we should get into trouble with any foreign country, how could a prohibition navy lick 'er?—*Philadelphia North American.*

WHAT did the war-ship *North Carolina* say to the war-ship *South Carolina* about Secretary Daniels's order abolishing the officers' wine mess?—*Charlotte Observer.*

HOW THE HUMORISTS VIEW THE NEW "DRY NAVY" POLICY.

WINTER WHEAT AND PROSPERITY

THE PROMISE of a "record-breaking" crop, in the April Government report on the condition of winter wheat, with the expected benefit to general business conditions, sends a wave of cheer over some editorial pages, and even opposition journals concede that it will benefit the Administration, with the remark in one case that "whatever Dame Nature could possibly do to help the new tariff to make good Democratic promises of prosperity under it, she is doing in her most lavish manner." It is a bit risky, perhaps, to count the bushels before they are harvested, as some remind us, but that is what the Government always does, with pretty fair success, and its estimate this time is 662,000,000 bushels. Last year its April forecast of winter wheat was about 40,000,000 bushels above the crop actually realized, which was 523,000,000 bushels, the highest record up to that time. The condition of the winter wheat is also reported as very promising, 95.6 being its numerical expression, so that the future, as far as this crop goes, is regarded with great complacency.

In the view of the St. Louis *Globe Democrat* (Rep.), if the party in power is to have the credit for good crops, "the present Administration is specially blessed of Providence," and we are told it will not at any rate be able to blame "any increase in the cost of living upon the niggardliness of nature," for—

"From one end of the country to the other come the predictions of bumper crops. And these predictions are not confined to a single crop, or a group of crops, but are comprehensive of all crops of field, garden, and orchard. Nowhere in the range of farm production is there noted the prospect of failure, while almost everywhere the conditions are favorable for success far above the average."

But such plenty brings with it the problem of transportation, the *Globe Democrat* notes. The railroads will have their hands full when the wheat goes to market, and will "face a demand for cars far in excess of last year, possibly of any previous year." That should mean relief for their woes, especially if the Commission permits them to charge more. In fact, the big crop is expected to benefit almost everybody in one way or another, and the Birmingham *Age Herald* (Dem.) expects optimism to show a steady rise from now on. Another cheering thought occurs to the Pittsburg *Gazette-Times* (Rep.), which thinks that the story of wheat may also be the story of corn:

"The present high promise is specially important for the reason that the six States which are the largest producers are also leading corn States, and last year the yield of corn in these six States was 550,000,000 bushels short of the total for the preceding year. One of the factors contributing to the present business depression was the partial failure of last year's corn crop in the Central West. If this section now harvests a bumper wheat crop, it will help to restore prosperity therein."

To the Philadelphia *Record* (Dem.), too, the report is "one substantial assurance of better business in all directions." Yet the Boston *Transcript* (Rep.), less prone to enthusiasm, cautions us against counting our chickens before they are hatched, altho it adds, with a slight rap at the Wilson Administration:

"It warrants more or less optimism that the beginning is propitious, and it is both pleasanter and wiser to be hopeful as long as we have a reasonable basis for such an attitude. It matters

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not what mistakes of government may occur, if our crops are bountiful they will carry us over many a shoal and give us a fairly safe anchorage in the waters of prosperity, tho of course their value is increased if the wisdom of man can be made to supplement the benefactions of nature."

It is just against the lack of such wisdom at Washington that the Philadelphia *Press* (Rep.) rails when it observes in amazement that even an increased wheat yield, which "may be worth $100,000,000 to the country over the value of last year's crop," does not make any one feel better, and all because of the Government's interference with business. But after listing everything on the dark side, it closes with an admission that day may break after all:

"It seems almost superfluous to recount the straws which disclose the state of trade. In the steel business there is not only a falling off in output, but a decline in prices of some products. Bank clearings of the whole country declined over three and one-half per cent. Railroads reporting for the fourth week in March show a decrease in gross earnings. On April 1, the number of idle cars had increased nearly fifteen thousand. Collections continue slow.

"As spring advances seeding of crops will continue. There will undoubtedly be a large acreage. Later in the year, when there are forecasts of a bountiful harvest, the country may be in a more receptive mind and more inclined to make the best of good news, so that good reports will again have a beneficial effect and stimulate business activity."

EXPLAINING IT TO RESERVE-BANK LOSERS

THE DISAPPOINTMENT of the slighted cities that were overlooked in the distribution of Federal reserve-bank favors is not softened by the detailed explanation given out by the organization committee, to judge from the press reports, nor are the committee's other critics silenced. Mass-meetings in New Orleans and Baltimore have passed resolutions breathing indignation and instructing their representatives to take all possible steps for the overruling of the committee's decision. In Congress, as an Eastern daily notes, the Louisiana Senators are asking that the new Reserve Board substitute New Orleans for Dallas, the Senators from Maryland want Baltimore put in place of Richmond, and Senator Hitchcock of Nebraska is not reconciled to have Omaha subsidiary to Kansas City. Some, despairing of redress from a Reserve Board containing two members of the organization committee and depending largely on that committee's data, would have Congress amend the bank law and proceed to relocate the banks itself. This appeal is voiced, for instance, by the Jersey City *Journal*, disappointed because North Jersey bankers are alined with Philadelphia instead of New York. It declares emphatically that "Congress will have to revise this mess." But there comes the warning from the Syracuse *Post-Standard* that Congress might make a worse job of it than the committee did. "We should have not twelve, but twenty reserve banks, and their location would not be in accordance with banking needs," for "the bill would be made up as public buildings bills are, to command a majority of Congress by its wide distribution of patronage."

The organization committee admits that much comment has been aroused by the failure to choose New Orleans and Baltimore and either Omaha or Denver as reserve cities. Before setting forth the facts to justify their action, they assert that some of the critics apparently do not know

"that the Federal reserve banks are bankers' banks and not ordinary commercial banks; that they are to hold the reserves and to clear the checks of member banks, make rediscounts for them, and engage in certain open-market operations. . . . . .

"But banking and business generally will not more be confined within districts than heretofore, and it is simply misleading for any city or individual to represent that the future of a city will be injuriously affected by reason of its failure to secure a Federal reserve bank."

New Orleans, it is stated, was omitted from the reserve list because the banks in Texas, Alabama, Georgia, Florida, and Tennessee preferred other connections, and because the committee, if "guided by economic considerations," "could not have designated New Orleans as the location for a reserve bank to serve either the western or the eastern part of the district that city asked for." Had Dallas and Atlanta been subordinated to New Orleans, "a better-grounded complaint could and would have been lodged by them against the committee's decision than that made by New Orleans." The committee's banking statistics show that, on March 1, New Orleans was behind Atlanta in national-bank capital and surplus, and behind both Atlanta and Dallas in loans, discounts, and individual deposits. It is noted that the national-banking capital and surplus of Virginia, Georgia, and Texas are in each case greater than those of Louisiana and Mississippi, the only States whose bankers preferred New Orleans as a reserve center.

Baltimore's disappointment is also accounted for in part because it seemed undesirable to place a bank in the extreme northeastern corner of the district at Baltimore, "not only because of its proximity to Philadelphia, but also because the industrial and banking relations of the greater part of the district were more intimate with Richmond than with either Washington or Baltimore." In the poll of banks in the district, Richmond led, receiving 167 ballots, as against 128 for Baltimore. The business of the national banks of Virginia, including Richmond, is declared to be larger than that of Maryland, including Baltimore, or of any other of the States in the district. In the portions of the district outside of Virginia and Maryland, Richmond's national banks are said to lend "twice as much money as all the national banks in Baltimore and Washington combined." In other respects the business of Richmond's national banks is shown to be larger than that of either of the two larger cities. The growth of Richmond, Atlanta, and Dallas as banking-centers in the last decade is noted as "significant."

Taking into consideration all the varying preferences of the banks between Missouri and the Rocky Mountains, considering Kansas City's superiority as a banking and business center to Omaha, Denver, and Lincoln, and keeping in mind that the preponderance in the movement of trade in the district is toward the East, the committee found it apparently "impossible to serve the great section from Kansas City to the mountains in any other way than by creating a district with Kansas City as the headquarters."

The committee took a poll of the national banks as to their preferences for reserve cities. In only one case was the designated city not the choice of the bankers in the district. Cleveland, running third to Pittsburg and Cincinnati, was made the center of district No. 4, because of circumstances growing out of the boundaries of adjacent districts. Tho Boston and Philadelphia were decided favorites in their districts, national banks in Connecticut and northern New Jersey favored New York. Thus, say the New York papers, if these bankers' preferences had not been "utterly disregarded," New York would have been given the territory naturally belonging to it. New York, notes the New York *Sun*, is "completely ignored by the committee in its defense." The committee has also ignored the injustice done to Nebraska and Wyoming, declares the Omaha *World-Herald*, which notes that only 8 of Nebraska's 241 national banks preferred Kansas City, and backs up Senator Warren, of Wyoming, in saying that Boston would be as handy for his State as Kansas City.

The protests from New Orleans, voiced in local mass-meetings, speeches in Congress and editorials in the *Times Democrat*, *The Item*, and *The Picayune* in its last days of independent existence, are not to be silenced by such arguments as those

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Secretary of the Treasury.

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JOHN SKELTON WILLIAMS,
Controller of the Currency.

THE THREE MEN WHO PICKED THE TWELVE RESERVE-BANK CITIES.

presented by the organization committee. At least, so thinks the New York *Sun*, which sees much force in the facts set forth in resolutions adopted in a New Orleans mass-meeting:

"Its population is 50,000 greater than the population of Atlanta and Richmond combined. It is the second greatest port in the United States and is the largest center of manufacturing industry in the South, its total production being $18,000,000 greater than the aggregate output of Dallas and Atlanta. In banking resources it exceeds Dallas and Atlanta in combination by about $15,000,000, and its assessed property valuation is one-third greater than the total of Atlanta and Dallas, and with the completion of the Panama Canal New Orleans may well look forward to an era of prosperous expansion. . . . There is an obvious justification for the imputation that the committee was actuated very largely by political rather than by economic considerations."

Baltimore has also had its mass-meeting, with the slogan "Five to One" to express the city's superiority over Richmond in business and population. And it has its defenders abroad; several out-of-town papers quote approvingly this paragraph from the Baltimore *Sun's* editorial reply to the organization committee's statement:

"It is true that the regional-bank committee found that Richmond had $33,000,000 in bank loans in the South, as compared with Baltimore's $6,000,000. But this is only part of the truth, not the whole truth. Richmond's $33,000,000 represent her whole loans in the entire regional-bank district. Baltimore's $6,000,000 represent her loans in only part of that district—Virginia and the Carolinas. This comparison takes no account of Baltimore's total loans in the fifth district, which includes Maryland and West Virginia. Her total loans in the entire district are $55,000,000. And those $55,000,000 loans represent only the national banks, and take no account of our savings-banks, whose loans in the Southern States amount, as Mr. Linthicum pointed out, to over $200,000,000, nor do they include the vast operations of our trust companies and other corporations, nor the tremendous volume of private credits involved in our Southern trade."

It is believed by papers like the New York *Sun*, *Times*, *Tribune*, and *Journal of Commerce*, Omaha *World-Herald*, and Louisville *Post* that the committee should have picked out the existing commercial centers of the country and then arranged the districts around them. Instead, in *The Sun's* words, the "method seems to have been first to plot the districts and then to select the centers, the object of this method being to permit a few favored cities to be arbitrarily chosen." But perhaps this was the duty of the committee, for the New York *Times* notes the recent statement of Congressman Reid (Dem., N. H.) that the purpose of the Currency Bill was "not to preserve the financial supremacy of commercial centers but to decentralize the banking business."

"The superficial character" of the organization committee's defense is "indicated sufficiently," says *The Times*, by the fact that it relates only to capital, discounts, and deposits of a single class of banks, namely, national banks. No less inexcusable, in the opinion of *The Times*, "is the fact that such figures as the committee throws together are not checked by the clearings of the cities selected as reserve centers."

However, after "sober reflection," it seems to *The Wall Street Journal* that the strength of the organization committee's explanation will be more apparent. The financial growth of cities like Atlanta, Richmond, and Dallas, "as compared with others which apparently had prior claims to be selected as centers for the respective districts, was," it feels bound to admit, "convincing."

The Houston *Chronicle*, which deprecates "vitriolic criticism" of the committee's work, reminds the disappointed that "in order to cut down the preponderating influence of the northeastern districts it was necessary to extend those in the South, the Southwest, the Central West, and the West, and this may have influenced the committee to pick out reserve cities which do not appear at this time to be in juncture with the greatest trade currents." And it further notes that "each of the districts had to be mapped out not only to the advantage of its own trade centers and the natural currents of its own commerce, but so that when correlated with the other eleven it becomes a most advantageous cog or unit in the great machine."

Finally, the St. Louis *Globe Democrat* reminds the disappointed cities that there are to be branch reserve banks:

"No part of the machinery of the Federal reserve system appears to promise a higher efficiency than the branch banks. And when we ask what the parent bank will be able to do for its constituents which the branch will not be equally capable of doing in its territory, the question is a difficult one. The advantage of having the central bank of a district is quite largely one of prestige. And the Baltimore branch of the Richmond bank and the New Orleans branch of the Atlanta bank will be almost certain to overshadow the parent institutions."

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ARE THE RAILROADS "SHAMMING"?

THE "BURNING ISSUE" of the railway freight increase, as it is called, flames still higher as the result of the speech of Senator Cummins, of Iowa, in which he declared to the country that the railroads are shamming an unhealthy financial condition, and accused them of conducting through the newspapers and the magazines "the most comprehensive, energetic, and persistent campaign" to make the people of the country believe that railroad regulation by the Government has brought the companies "to the very verge of bankruptcy and ruin." The Senator is careful to point out that this publicity crusade is not being carried on with the idea of affecting the judgment of the Commission, because the railroad companies have too much sense not to know that the members of it "can not be swerved a hair's breadth from the path of its duty." He charges them, nevertheless, with the "infinitely more objectionable thing" of attempting "to mislead and pervert the judgment of the people" by exaggerated stories of their privations and losses, "in order to escape the control which experience has demonstrated should be imposed upon all corporations which undertake a public service."

IF I WAS ONLY SURE THAT IT'S A DESERVING CASE!
I COULD GET WORK MAM IF I COULD JUST SLICK UP A BIT!
INTERSTATE COMMERCE COMMISSION
5% RATE INCREASE
RAILROADS

WILL SHE LET HIM HAVE IT?
—Ireland in the Columbus *Dispatch*.

The many editorial observers who believe that the Commission should authorize the 5 per cent. freight-rate increase and lose no more time about it, naturally are amazed at the Iowa Senator's accusation, one writer characterizing it as "extraordinary in its incomprehensibility"; yet in some quarters there is a disposition to doubt, first, whether the railroads are telling the truth, and, secondly, whether all the testimony being given before the Commission is published as fully as it should be. On the latter point the Philadelphia *North American* comes out in self-defense to say of its "arguments and statements" against the rate increase that certain other newspapers "have either suppressed or ignored the admissions made by the railroads, which quite destroy their contentions," while we find a radical outline of the alleged "corruption" campaign of the railroads in *La Follette's Weekly* (Madison, Wis.). The big shippers and the railroads, says this journal, "have united to compel the Commission to stop its investigating and order an increase of $50,000,000 a year in freight-rates for the people to pay," and it adds:

"Great newspapers have been enlisted in the service of the railroads to hammer the Commission into rendering a decision favorable to the carriers. They daily publish abusive and insulting articles and open letters address to the Commission, making the most vicious and scurrilous attacks upon its members because they are proceeding in an orderly and lawful manner to take the testimony which will enable them to render a just and honest decision in this important case.

"Banquets have been held here in the national capital, attended by the presidents of the very roads that are parties to this proceeding before the Commission and by distinguished public officials, at which speeches were made, manifestly to influence the decision which is to be rendered."

In the view of *The Public* (Chicago), also, the warning must be sounded against railroad intimidation of the Commission because—

"the sudden move of these corporations toward retrenchments has an object too plain to be overlooked by the general public any more than by the Commission. If a 5 per cent. increase can be obtained by such means this year, then a 10 per cent. increase can be secured by the same means next year. The

MORE WATCHFUL WAITING.
—Kirby in the New York *World*.

I CAN'T KEEP HOUSE UNLESS I GET MORE MONEY!
HIGH RECORD PROFITS FOR 5 YEARS
2.64 PER CENT PROFITS
COMMON PEOPLE
HIGH COST OF LIVING
1913 2ND BEST YEAR IN R.R. HISTORY
RAILROADS

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POVERTY-STRICKEN.
—Richards in the Philadelphia *North American*.

OBJECTS OF PITY.

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THE TRIBUNAL WHICH WILL ANSWER THE RAILROADS' PLEA.

The members of the Interstate Commerce Commission, as at present constituted, are, from the reader's left to right, Henry C. Hall, Charles C. McChord, Judson C. Clements, Chairman James S. Harlan, Edgar E. Clark, Balthasar H. Meyer, and Winthrop M. Daniels. Commissioners Hall and Daniels are the two members recently appointed to take the place of Commissioners Prouty and Marble.

Commission will thus be made subject to railroad control. The logical answer to return to all complaints of inability to give proper service at present rates is advice to quit business and thus open the way to public ownership."

Then, too, the Boise *Capital News* (Ind.), which contends that "no one desires to injure the railroads," but holds that the people "want fair treatment from them," points out that:

"None of us can have failed to note, for instance, that the railroads maintain at great expense special agents who devote their time and their energies to misrepresentation, the building up of sectional and factional animosities, and the dissemination of false information."

On the other hand, the viewpoint of defenders of the transportation companies and critics of the slow inquisitorial methods of the Interstate Commerce Commission may be suggested with fair accuracy in the remark of the Philadelphia *Public Ledger* that the Commission "has become a colossus," because, altho it has "a legitimate place in American administration," yet—

"it is daily exercising functions even more extraordinary than those which Congress, by common accord, is supposed to have authority to perform. By sweeping decrees and foolish acquiescence it has been clothed with the power of veto on prosperity itself, a right heretofore inherent only in a popular majority, to be fought out on the stump.

"The nation is investigation-mad. By constant iteration the radicals and demagogs have induced a sort of compliance in a condition which is indefensible if subjected to analysis. Every new rate, for instance, is assumed to be unreasonable unless proved to the contrary. A successful railroad is at once an object of suspicion. The Commission itself employs an attorney to argue against proposed rates, even tho there is no general protest against them by shippers. Matters of purely State concern are made national by implication and the jurisdiction of the Commission automatically extended to them."

Heartily in sympathy with the railroad plea, the New York *Globe* (Ind.) says that "the public is with the railroads," which is "the real explanation of the outbursts of dissatisfaction at the obstinate attitude of the Interstate Commerce Commission"; while the Baltimore *Sun* urges the Commission to "run this case by express and not by freight," and adds:

"The newspaper treatment of the subject has been singularly broad and judicial, and has been animated by a regard for the general interests involved and not by a desire to promote railroad interests as such. The ingenuity and skill with which the antirailroad counsel has brought out every conceivable objection to an increase have strengthened the case which they were meant to demolish, because, giving these objections all possible weight, they did little to weaken the solid array of facts presented on the other side. In point of fact, the Commission is confronted not by fine-spun theories, but by an indisputable condition."

Among the many journals which support the railroads, call for immediate action by the Commission, and insist that the companies must be put in good condition for the sake of general business, are *The Railway Age Gazette*, *The Financial Chronicle*, the New York *World*, *Sun*, *Press*, and *Commercial*, and the Lowell *Courier-Citizen*, the Rochester *Post Express*, the *Ohio State Journal*, the Washington *Herald*, the Baltimore *News*, the Charlotte (N. C.) *Chronicle*, the Atlanta *Journal*, the Jacksonville *Florida Times-Union*, the Fort Worth *Record*, the Houston *Post*, and the San Diego *Union*.

COUNTING THE COPPER STRIKE'S COST

THE END comes to what is called "one of the most spectacular and violent" strikes in the history of the country, with the referendum vote of the copper-mine workers in Michigan, by a majority of 3,104 out of a total vote of 4,740, against continuing hostilities. The miners contend, it appears, that they have substantially gained from the companies their demands in "working conditions and wages," altho the mine-owners have not budged in their resolve not to recognize the Western Federation of Miners, or employ any member of it. This point is waived by the strikers, press reports say, while the managers of the mines announce that they will reemploy all men who have not been guilty of violence, and have resigned from the Federation, as soon as they can find places for them. Some dispatches from the seat of trouble report fear that this is not going to be so easy to do, because "several thousand men have been imported to take the strikers' jobs," and we read that the Federation is ready to take care of such men as can not get work and of their families, while those who wish to go elsewhere will be provided with funds. In reviewing the long, bitter story of the strike, which began July 23, 1913, every one deplores the waste of life and money to no purpose, altho some are more impressed with the injustice of the mining companies and predict that their supposed victory over the strikers is not of the kind to last. But the object-lesson most outstanding to the Detroit *Free Press* is that "the strike, as an industrial weapon, has been badly discredited by the outcome of the copper country's lamentable disturbances," and it adds:

"Estimates of the cost of this prolonged struggle are that the mine-owners are out of pocket some four million dollars, the strikers a million in wages, the Federation another million in strike benefits, and the governments, county, State, and Federal, something like $700,000. The figures are probably high—so far as the mine-owners are concerned, mining being a peculiar

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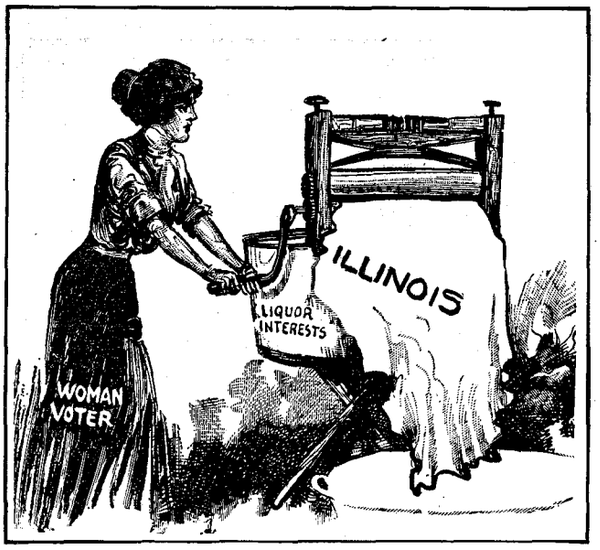

ALMOST DRY.

—Detroit *News.*

ILLINOIS ELECTION
1000 SALOONS IN THE STATE CLOSED BY WOMENS VOTES
AINT IT AWFUL HOW VOTIN' DEGRADES WOMEN?
YES, WOMENS SPERE IS THE HOME!
GANG POLITICIAN
LIQUOR INTERESTS

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PROPERLY SHOCKED.

—Richards in the Philadelphia *North American.*

DRY SIDE OF THE SUFFRAGE PROBLEM.

business and decreased output not necessarily representing ultimate loss, as the ore unextracted remains to be marketed later. But allowing for all possible defects in the calculations, the expense of this strike has been very great."

Most of all *The Free Press* finds the copper strike poor business policy, because it "has been prolonged months beyond the time when it could possibly effect any result." As far back as last fall, we are told, it was known to investigators "that the owners would not recognize the Federation under any circumstances," and the loss since then is "inexcusable" therefore, in the opinion of this journal, which goes on to say:

"If this added waste was caused by the impossibility of bringing the dispute to a termination earlier, the fact is all the more a reflection on the value of the strike as a weapon. It is a very poor implement that is so difficult to control, and in these times of seeking after efficiency it ought to be abandoned speedily and some better substitute found for settling differences. If the prolongation of the hopeless struggle was the deliberate work of interested leaders it is highly discreditable to them, and the more convincing an argument against the character of the organization which inaugurated this futile and costly warfare."

Yet general sympathy will be felt for "the dupes of the Federation agents," thinks *The Free Press*, while the Buffalo *Express* says of the loss of life and money:

"The miners have paid dearly for what concessions they have forced from their employers. Until the United States can solve the labor problem, occurrences similar to the Calumet strike are unavoidable. The Calumet strike emphasizes the need for arbitration in labor disputes. Such situations can not be averted until the Government devises a means for accomplishing a peaceful settlement of disputes between capital and labor."

True enough, the strike has cost the miners dearly, admits the New York *World*, "but it has taught them and others many things." Then, referring to the alleged abuses during the strike, *The World* remarks:

"What the employers do as a matter of course, it is unlawful for the employees to do. The employers combine; they monopolize; they set aside law; they hire fighting men; they make war. Because the employers have had these advantages and have refused to arbitrate, they have won a famous victory over a naturally industrious and peaceable population, which has not been worn out so much as it has been starved out. Some triumphs are worth while and some are not. In this country injustice and hunger never yet made a conquest that endured."

TOPICS IN BRIEF

"CHILD sees with a pig's eye." Which opens a future in a pork-barrel Congress.—*Wall Street Journal.*

A 6,000,000 egg shipment from China adds the promise of a foreign yolk to the yellow peril.—*Washington Post.*

ANNOUNCEMENT from the City of Mexico that Huerta will "die fighting" seems to give very general satisfaction.—*Kansas City Star.*

G. BERNARD SHAW says he wouldn't be a mother for less than $10,000. He ought to think what an advertisement it would be.—*Cleveland Leader.*

LONDON authors have formed a trade-union. Here is one instance in which the world would not suffer great damage if a strike were called.—*Rochester Post Express.*

ONE trouble with the country is that so many of our bright young men are more interested in the price of gasoline than in that of seed-corn.—*Columbus Ohio State Journal.*

IT is rumored in Washington that some of our Ministers to Latin America are learning to speak the language of the countries to which they are accredited.—*Philadelphia Public Ledger.*

A NEW YORK politician is suing a fellow citizen who charged him with being a "boss." If he can postpone the trial of the suit long enough New York's voters may help him to prove that the charge is untrue.—*New Orleans Times Democrat.*

A LITTLE more, and New Orleans will be seceding from the Union.—*Memphis Commercial Appeal.*

THE photographs of Mme. Caillaux indicate that she will have an excellent defense.—*Nashville Banner.*

SOBER second thought: We don't care who gets the regional banks, so we control the region.—*Baltimore Sun.*

THE whole problem seems to be whether the canal shall be run on the European or the American plan.—*Columbia State.*

THERE is something appropriate in the fact that Ambassador Page has joined the Sphinx Club of London.—*Cleveland Plain Dealer.*

A LOCAL lecturer may be right about the debt we owe to ancient Greece, but it's being gradually collected at five cents a shine.—*Washington Post.*

A DUN for payment of the income tax is one dun that the average man wouldn't mind having come to him through the mails on a postal-card.—*Kansas City Star.*

GEOLOGISTS announce that 1,000,000 years ago man was capable of expressing himself in speech. No wonder some of us sigh for the good old days.—*Detroit Free Press.*

"A STATUE of William the Silent," says the Springfield *Republican*, "is to be erected in Riverside Drive, New York." How the Bryan worshipers do love to honor our great Secretary of State.—*Boston Transcript.*

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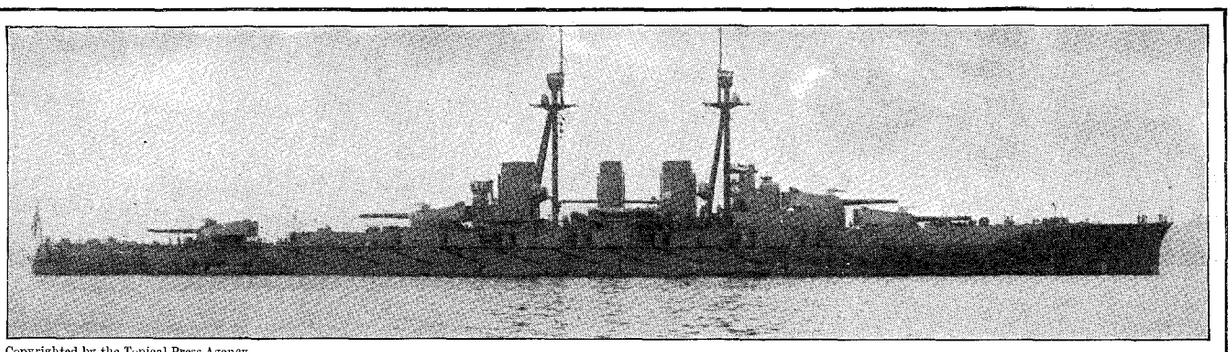
FOREIGN COMMENT



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THE *KONGO*, WHICH IS PLAYING A PROMINENT PART IN THE JAPANESE POLITICAL MIX-UP.

The Japanese press charge that naval officers received a commission of 5 per cent. on the construction of war-ships. On the *Kongo*, they aver, the commission was still more, amounting to over $1,000,000, and they are asking how the naval officers can build such magnificent homes on their low pay. Several high officers of the Navy have been arrested and their houses searched, with important discoveries resulting.

JAPAN'S POLITICAL CHAOS

THE FALL of the Yamamoto Ministry at Tokyo calls attention to the fact that political power and prestige in Japan are passing from their ancient control by certain "clans" or bureaucratic cliques. Admiral Count Yamamoto, head of the Sassha, or naval clan, came into office in February of last year on the fall of Prince Katsura, leader of the military clan. The corruption and extravagant demands of this naval section of the bureaucracy have caused its downfall. And now people are calling out for a government and parliament controlled by purely political parties, but matters at present seem to be in a chaotic condition, and no strong man has yet appeared to take up the reins of power. Viscount Kiyoura, after vainly trying to form a new cabinet, had to inform the Emperor that the task was beyond his powers, and the dispatches reported all the political groups as having "virtually gone on strike." Then the Emperor summoned Count Okuma to the capital and he has been able to form a Ministry, but the Count is seventy-six years of age and is one of the leaders of the old type whose days are numbered as rulers of that popular spirit which is now discussing everything and next will be controlling everything, because it represents those who are paying for everything. For the people of Japan, we read, are growing restless under excessive taxation and the high cost of living, and furious indignation has been roused against clan government as representing the Army and the Navy, and precluding the possibility of a free government of and by the people. As the London *Times* editorially remarks:

"In the last reign the authority of the Elder Statesmen was sufficient to insure that in all circumstances the Emperor's Government should be carried on. But many of them have passed away, and the survivors have ceased to be a commanding force in politics. Western education and Western institutions are bearing their fruits in a new generation. The fruits are good and evil, and prominent among them is a growing demand for party government. Whether the Japanese people are yet ripe for so great an innovation may be doubted by those who know them best. It seems probable, however, that the disrepute into which successive clan governments have fallen may now lead to the bold experiment."

THE NAVY KNIFE.

To defend the honor and safety of the Empire. But what about those rusts and corrosions? They should be probed and removed relentlessly.—*Tokyo Puck.*

The naval scandals have been used by popular leaders outside the ministry as a resistless argument for the dismissal of officials who degraded and disgraced Japan's national traditions. It has been Japan's pride that her public men were remarkably free from the taint of irregularities in the management of official affairs. Statesmen like Prince Ito and Prince Katsura, the Japanese editors point out, had their faults, but in one respect at least they showed themselves high-minded—they left no fortunes for their heirs. But now, judged in the light of the recent disclosure of naval "graft," it would appear that the unhappy spirit of jobbery has been making inroad into the officialdom of the Mikado's Empire. Public indignation over the officers who accepted "commissions" from a German firm was so intense that the Diet refused to approve the naval appropriation for the coming fiscal year. The House of Representatives sheared $20,000,000 from the naval budget, and the House of Peers, not satisfied with the action of the lower House, cut out $15,000,000 more. This resulted in the downfall of the Yamamoto Cabinet.

The Japanese editors, in commenting upon the incident, seem to console themselves with the thought that while in the Western countries such jobbery as has been practised by some officials in the Mikado's Navy pass practically unchallenged, public sentiment in Japan is yet so keenly alive to the injustice of such abuses that it precipitates a ministerial crisis. And with the exception of those papers which are pledged to defend

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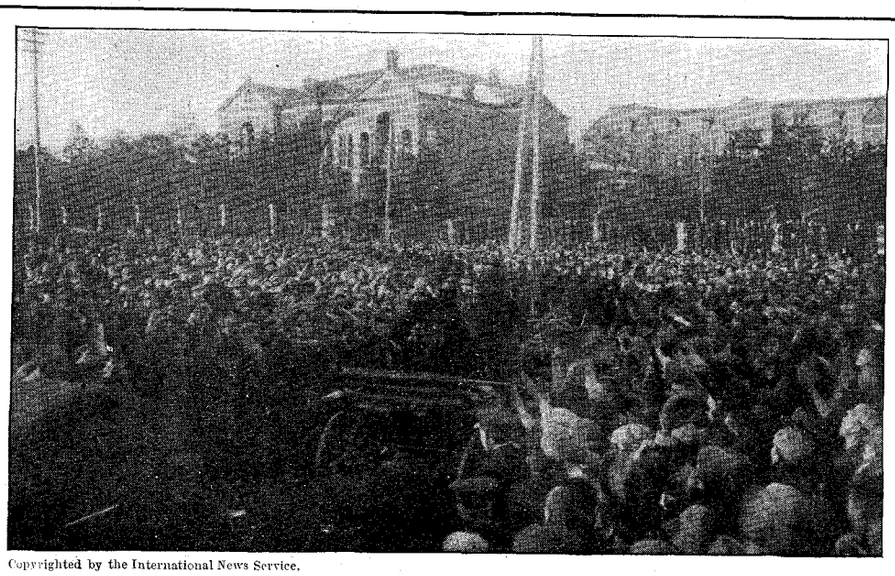
the Government through thick and thin, they turned a united front against the Cabinet and urged its resignation in deference to public opinion. Such journals as the *Hochi* (Tokyo), the *Yorodzu* (Tokyo), the *Kokumin* (Tokyo), and the *Mainichi* (Osaka) were vehement, not to say violent, in attacking Premier Yamamoto and his colleagues. Even the moderate *Jiji* (Tokyo) took occasion to urge the thoroughgoing cleansing of the Navy. The *Jiji* asserts:



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A DEMONSTRATION AGAINST THE GOVERNMENT.

Members of the minority parties opposed to the Administration arriving at the Houses of Parliament and being greeted by the cheers of the crowd gathered to demand the resignation of the Cabinet.

"Even those most partial to the Navy must admit that it has long been controlled by a cabal, consisting of men of the Sasshu clan. While recognizing the great services which the Sasshu men have rendered to the development of our Navy, it can not be denied that the monopoly they have established has resulted in many undeserved promotions and unfair dismissals. Monopoly of official positions by a small group of men can not but breed corruption and injustice.

"It is highly regrettable that the Navy should be made the target of such severe criticisms, for it is by far the most important part of our national defense. The Navy claims almost 15 per cent. of the total expenditure of the country, and it is but natural that the people should watch with the most critical eye the methods in which the funds are expended. The true efficiency of the Navy lies not only in the superiority of the guns and ships it employs, but in the integrity and patriotism of the officers."

The story of the naval graft, as told by the Japanese newspapers, may be summarized as follows:

"A former typist in the Tokyo office of a German firm stole or copied certain documents which he claims the company obtained by bribing officers of the Japanese Navy. He handed these documents to a press correspondent in Japan and, in complicity with the latter, tried to extort $125,000 from the German firm. Under their threats the Tokyo manager of the German firm actually gave them a check for the sum demanded, but before the blackmailers cashed it the German company caused the arrest of the typist in Berlin, whither he had returned some time before, and on January 30 the Berlin court sentenced him to two years' imprisonment. In the meantime the press correspondent was also arrested in Tokyo.

"This immediately aroused excitement among the masses in Japan, and the newspapers began to attack not only the Navy Department, but the while Ministry. As a consequence, Captain Sawasaki and Engineer Rear-Admiral Fujii were summoned before the naval court martial, and the trial is still proceeding."

Just what the stolen documents are is not known. A certain officer in the Navy Department is reported to have stated that the two blackmailers attempted to extort money from the Navy Department before they approached the German company, and that their demand was peremptorily rejected. He is positive that the Navy has never handed to any firm any document or letter which would reflect upon its integrity. Another officer, in an interview with the reporter of the Tokyo *Asahi*, blames the foreign contractors for corrupting naval officers. While abroad to supervise the construction of warships ordered by the Navy, Japanese officers are, he tells us, very frequently invited to "dinners" by contractors. If the officers decline such invitations they are immediately placed in a disadvantageous position in their dealings with such contractors. Not only this, but the foreign firms often have the audacity to injure the reputation of such honest officers with a view to putting them in the reserve list or causing their transfer to a post where they can do no "harm" to their business.

The leading officers of one of the largest and oldest foreign-dealing firms of Japan have been arrested. Other merchants and their assistants connected both with the Japanese and foreign firms of Europe have also been sent to prison. An admiral and several other naval officers have been arrested and their houses searched, with important resulting discoveries, it is said, and in the midst of the crisis one of the oldest members of the House of Peers rose and denounced the Premier and Cabinet in scathing terms and then resigned his seat and retired to private life. The feeling is so intense that something tragic is momentarily expected.—*Translations made for* THE LITERARY DIGEST.

"CABINET PUDDING."

Kneaded and thumped in the Lower House and boiled in the Upper chamber.
—*Tokyo Puck.*

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TURKISH ANTICHRISTIAN BOYCOTT

THE MOSLEMS of the Ottoman Empire are being urged by the leading papers of the country to boycott all non-Mohammedan traders, to flee from Christian shops as from the plague, and thus to use their means toward improving Moslem financial power. In Manissa, a manufacturing town near Smyrna, patrols have been organized to see what Moslems trade at non-Moslem shops. The population of this busy little town of 35,000 inhabitants consists of an equal number of Moslems and Christian Greeks and Armenians. When a Moslem comes out from a Christian store these guards of the nation's honor tell him he must go back and return the goods he has purchased; if he refuses to do so, as we learn from the press, he is horsewhipt, and sometimes suffers severe injury. This course is supported by the *Tanin* (Constantinople), which sees in the boycott a final struggle to settle Pan-Islamism on a firm financial basis, and there appears in one of its "reading-notice" advertisements of a certain firm the following significant passage:

"The fatherland is happy that the honorable Mussulman merchants have come to understand, thank God, that the future and the independence of Pan-Islamism depend on the financial situation. Since Moslem traders till now have not known each other, they have not been able to carry on their trade exclusively with Moslem establishments. Well-known monopolies have been the source of supplies for us Moslems. But now our factory has furnished the general commissariat of the Army with 300,000 kilos of oil, and contracted last month to furnish to the ministry of pious foundations 350,000 kilos. Absolutely convinced that each Moslem business man, in order to fulfil a religious and national duty, should use the greater part of his capital to increase Moslem finance, our factory deems it an honor to do business on easy terms with honest Moslem merchants of limited capital."

The right of boycott is boldly contended for by the *Terjeman-i-Hakikat* (Constantinople), which declares any merchant should be able to exercise this right so long as public order is not menaced. Its editor says:

"Now let us ask whether there really is a boycott. Yes, verily; and I myself am taking a hand in it. What can the Government do to my family? My child needs a pair of shoes. Can the Government order me to buy from the shoemaker that it likes? Clearly so long as I spend my own money without endangering public order, doing violence to others, or interfering with their freedom of trade, no Government has the right to interfere in my private affairs or tell me not to trade with a Moslem. So that every step toward inducing the Government to stop the boycott is in vain and will be useless. If the Greek Patriarch had considered a little before taking such a step, and had found out the true causes of the boycott, he would have seen that nothing could avail. The boycott is due to the savage cruelties committed in Roumelia against the Moslems by the Greek population rather than by the Army. Christ said, 'If they strike you on the one cheek, turn the other also.' But those who adore Christ are the ones who least respect the precept, and on the contrary return five bayonet-thrusts for every needle-prick.

"Everybody knows that until now it was the non-Moslems only that profited by commerce, industry, and all the economic operations of the country. The heedless Moslems never even thought of the fact that the dealers were of another religion. It was enough for them that they were Ottomans. As a result the non-Moslems became rich, while for the most part our people stayed miserable. It used to be said that they were good for nothing except for officials and soldiers, and to consume the money of the Government. Whence, then, this outcry when they make an effort to do business and imitate their non-Moslem compatriots? The Patriarch and the Metropolitans had better leave the Government quiet. The boycott is dictated by the Moslem heart, and if our rights are interfered with, we shall be the first to appeal to our Government."

The *Levant Herald* (Constantinople) quotes with approval the words of a tract addrest to Mohammedan ladies of rank in which they are urged to buy their dress and other articles from none but Moslem dealers. The quotation runs as follows:

"Hanums, in matters of buying dresses and clothing, it depends on our patriotism and noble sentiments alone to deliver the country from the criminal and treacherous hands of these financial leeches. For the love of God and the Prophet, look well where you go to buy. If the shop you enter is not a Moslem shop, run from it as you would from a savage animal or a venomous serpent. Everywhere, and especially among us, it is the men who earn the money, and the women that spend it. Then do not give the money your men bring you to beings that have no purpose but to kill your families and yourselves. Do not give ten paras, or five even, to any but to Moslems. Drive out of your konaks and your houses the Greek dressmakers; leave off of your toilettes European laces and embroideries. Do not try to get trimmings such as will harmonize with foreign goods but such as you can find of home manufacture. For what you ladies of high degree adopt will become the fashion of the land. Women of high spirit and noble sentiments who thus give to the fatherland, to their poor and unfortunate fatherland, their powerful assistance, will have their glorious recompense in the heart of the nation."

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REPELLING RIOTERS AT THE GATES OF THE PARLIAMENT HOUSE.

Tokyo police pushing back the riotous crowd at the entrance to the House of Representatives. The crowd was thwarted in its attempt to invade the Diet.

The following fair and dispassionate consideration of the anti-christian boycott, as it is styled in the near East, we quote from the *Orient*, a well-edited Christian paper of Constantinople published in the English language:

"There are boycotts and boycotts. Sometimes people's sympathies are roused to a certain degree to support a movement to drive out of trade a man who is engaged in nefarious or questionable business. And when a state of war exists, nobody will question the patriotic right, nay, duty, of belligerents to shun each other's shops. Furthermore, nobody has any quarrel with a community or nationality that is trying to foster its own business interests by every legitimate means. But in the present instance, the boycott of non-Moslem, or rather of Christian shops—for the trouble does not extend to Hebrew shops—by the Moslems has been accompanied by methods that no one can approve. The scattering of inflammatory literature, containing intentional misrepresentations against Christians, works injury to the permanent relations between the communities. And picketing, so characteristic of boycotts elsewhere, has passed beyond the peaceful stage when those who refuse to be bound by the boycott are beaten, and when force is used to prevent citizens from buying their goods

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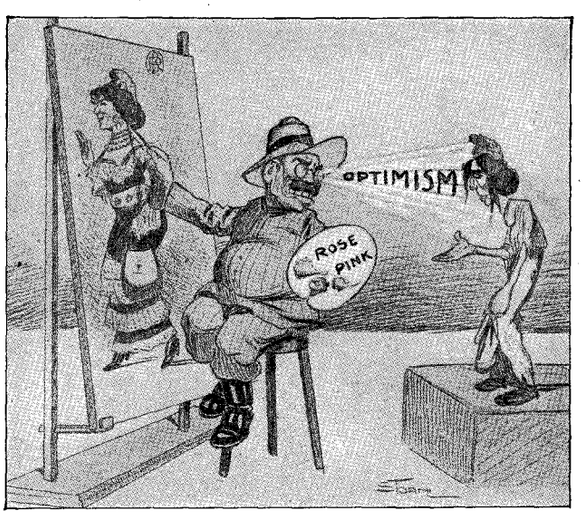
where they please. As has been pointed out, the methods of the leaders in the movement are short-sighted, and the ultimate result will be damaging to Moslems more than to Christians. There are certain kinds of trade for which Greeks seem to have superior talent; and other branches in which Armenians excel; and in still other lines the Albanians have held unquestioned supremacy. And the development of all is needful for the future of the country. By trying to drive out of trade those of another religion, the Moslems are not helping their own cause. Besides, they are not consistent. If they would use only Moslem products, we could understand it; but they have to buy from foreigners in the first place, so as to live at all. So that, after all, the only persons they are injuring are Ottoman citizens like themselves. We believe the boycott will soon die of itself."

OUR BANKING FAILURE IN ARGENTINA

AMERICAN BANKERS are missing a great opportunity in Argentina, says *The Nation*, an important paper of Buenos Aires. They have not grasped the financial condition there nor thrown sufficient capital into the hands of their representatives. In fact, the American bankers are ridiculed for imagining that they could begin banking in Argentina in a small way, and then backing out when they found that large capital would be needed to compete with the European bankers already on the spot. It reveals, we are told, a sadly inadequate idea of a country which for decades and decades has been open to the world, and where free competition among the traders of the world has resulted in a march of progress which is one of the greatest international achievements of the last fifty years. The prosperity of Argentina impresses United States citizens who visit it, and yet they do not see their way to take advantage of its business openings. As we read in *The Nation:*



BRAZIL'S REPLY TO ROOSEVELTIAN FLATTERY.

The ex-President of the United States views Miss Brazil through the lenses of optimism and paints her in rosy colors.
—*Malho* (Rio de Janeiro).

"We are the fashion now in the United States. Tourists, visitors, and business men come to see us, and they are struck with surprize in finding a great metropolis and a country whose progress and wealth awaken the interest of the great Powers who dispute its market. This propaganda started by statisticians and business men, and favored especially by Mr. Roosevelt in the Government and outside of the Government, has brought upon us much notoriety and attracted the attention of commercial and financial centers who are laying plans and enterprises for increasing our international relations.

"But here you find that in the first opportunity that presents itself, the promises are unfulfilled by a timid unwillingness to start an institution of credit, which could be the agent and leader of these relations. The National City Bank of New York had resolved to operate a branch in Buenos Aires, but recently has desisted from this project, giving as a reason the difficulties of the situation. This reveals the smallness of their project as one of transitory speculation, and not as a patient and thoughtful plan of opening a business center, bringing capital for increasing the international relations.

"In such unfavorable conditions a branch office of the American bank could never succeed in achieving its purpose, even if the situation were the best imaginable, as it always will have to compete with great banking institutions, national and foreign, existing many years, and which have close and valuable connections with the commerce, the industry, and the general progress of the Republic."

American trade can never flourish in Argentina, we are told, unless our bankers back it up and compete on the spot with the credit-giving institutions of Europe established in South America. Adequate capital must be placed in the hands of American bankers doing business in the mercantile centers of Argentina. The haughty and domineering attitude of American bankers is hit off in words like these:

"They can not associate with these local institutions of credit and face their competition by pretending to establish merely branch banking agencies with far-off resources, as if they were to operate in a country without local capital and without the affluence of foreign capital, and as if this presumed banking and financial poorness were offering them an exclusive field of operation.

"No doubt this mistaken conception is the one that has induced the National City Bank of New York to meet the problem of its extension to the Argentine in such a feeble way. This mistake can be clearly understood if we remember the reproaches made by Mr. Roosevelt to his countrymen in one of his speeches, where he said that they were absorbed in their own power to the extent of ignoring the conditions of the international relations, and furthermore, were too habituated to the methods and ways of the overbearing and domineering speculations of the trusts.

"It is by following this system, so much in favor in the United States, that North-American capital attempts to conquer this country, but without the boldness and expenditure that such plans of dominion require, above all in nations which are engaged in the traditional commerce of Powers economically and financially great. A banking project organized on such a fragile basis could not lend here the services which the task of occupying a ranking position among the other powerful institutions already operating in our market would demand. Its action would be languid and insignificant, lacking, above all, capital for enterprise which would give a favorable atmosphere to the newcomer."

The branch office of the National City Bank of New York has been defeated in its competition with local and foreign institutions, we are told, and the reasons are stated as follows:

"If North-American capital is to come to this country and root here in a form that will identify itself with the actual progress and expansion of the Republic, it can not be done by adventitious plans of financial speculation or with chance efforts, because these conditions will bring irreparable failure. North-American capital should take its position, only after considering the international rivalry with which it has to maintain close competition, and not to forget that its rivals are already armed and disposed to dispute the field inch by inch."

Yet there was, and is, no possible reason why capital in the hands of New York financiers should not play an important part in the trade of Buenos Aires. And we read:

"With the powerful resources which American capital has at its disposal, and urged as it is by its potency which compels America to extend its energies abroad, American capital is potentially capable of facing to advantage the struggle in our international market; but it is not enough to have the means, it is necessary also to adopt the methods suggested by local usage so as to avoid a failure, either by timidity or parsimony, or by the lack of plans made to harmonize with the circumstances and possible setbacks. The haphazard tactics of trustification are not feasible when it is necessary to face the commercial, economical, and financial competition of interests already rooted here by thousands of millions of dollars."

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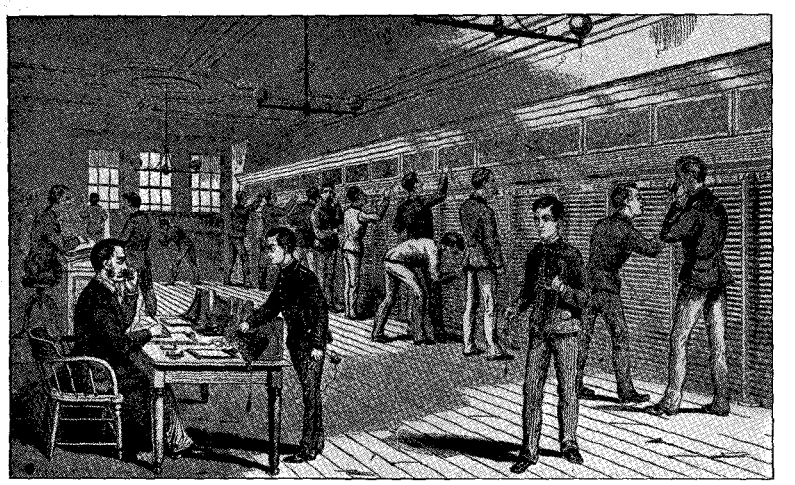
SCIENCE AND INVENTION

TELEPHONE PROGRESS: CONTRAST THIS SWITCHBOARD OF TO-DAY IN NEW YORK CITY WITH THE ONE BELOW.

THE COST OF PROGRESS

THE AMAZEMENT of manufacturers in other countries is excited by the freedom with which American industrial plants send their machinery and other equipment to the scrap-heap. What we do in this regard seems, in the eyes of our foreign critics, to amount very nearly to recklessness, for what we "scrap" is not generally worn out. We discard it, not because it is not continuing to perform efficient service, but because something has been devised to do its work even better. It is thrown away as part of the cost of progress; and it is our willingness to pay this cost that has placed us in the front rank among engineering and industrial nations. An editorial writer in *Engineering and Contracting* (Chicago, April 8) tells us that this "cost of progress" has been especially great in the electrical industries, where scarcely a new device has been put into general use before some improvement has made it "old." Therefore,



A NEW YORK SWITCHBOARD OF 1880.

Progress has meant the relegation of thousands of dollars' worth of mechanism like this to the junk-pile, a seeming waste that Europe regards with amazement.

"In calculating the cost of rendering a given service we must add liberally for the 'cost of progress.' There has frequently been criticism of the liberality of such estimates. Somehow, too close attention to one side of the ledger is apt to incur forgetfulness of the other side. The profit of progress, as we may term it, always exceeds the 'cost of progress,' else the engineers and business men in charge of public utilities would not order the frequent renewals and changes in plant. The criterion that an engineer applies is always this: A change in plant is economic when the new plant can be so operated that its annual cost per unit of salable product, including therein the interest on the abandoned plant, is less than the present annual cost.

"If this criterion were to lead to writing off nothing from the plant account for abandoned plant, it would result eventually in overloading the plant account to such a degree that new capital entering the same field could produce the most modern plant at much less cost than the capital account of an old company. Hence it is that abandoned plant should be charged off, so as to leave the capital account loaded only with the cost of the modern existing plant. This bookkeeping process, however, should not obscure the fact that the annual saving effected by a new device yields, when divided by the annual interest rate, a sum that more than equals the original cost of the abandoned plant. In short, the profit of progress exceeds the cost of progress. Relatively old as this principle is, repetition of it should not be without value, for there is a tendency to ignore the claims of public-utility companies for liberal depreciation reserves."

It is often argued, the writer goes on to say, that altho electrical progress in the last thirty years has been great, there is likelihood that it will be slower hereafter. Before this conclusion is used for calculating depreciation he advises that two facts be carefully weighed: First, that the use of electricity and other public-utility services is increasing much faster than the increase in the population; secondly, that the larger utility and manufacturing companies are maintaining great experimental laboratories manned by expert engineering inventors. He adds that this last-mentioned fact is again brought to our notice by a recent statement of Mr. Theodore N. Vail, president of the American Telegraph and Telephone Company (the Bell System), who says:

"When the telephone was born, nothing analogous to telephone

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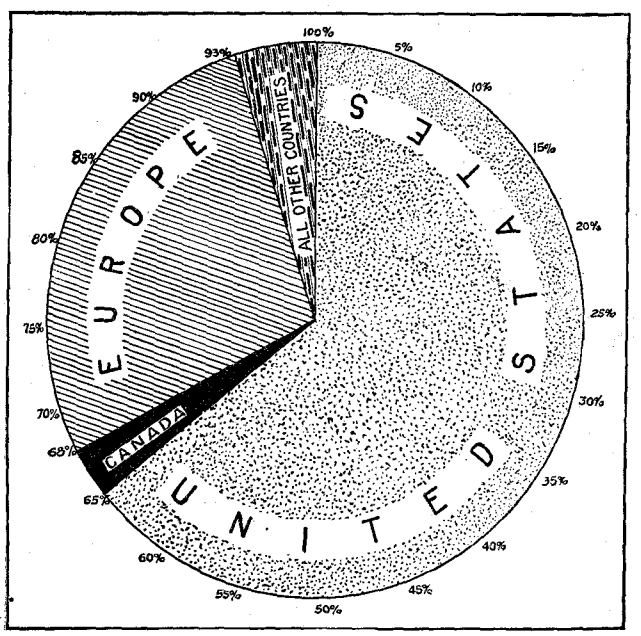
service as we now know it existed. There was no tradition to guide, no experience to follow.

"The system, the apparatus, the methods—an entire new art had to be created. The art of electrical engineering did not exist. The Bell pioneers, recognizing that success depended upon the highest engineering and technical skill, at once organized an experimental and research department, which is now directed by a staff of over 550 engineers and scientists, including former professors, postgraduate students, scientific investigators—the graduates of over seventy universities.



DISTRIBUTION OF THE WORLD'S 13,800,000 TELEPHONES.

"From its foundation the company has continuously developed the art. New improvements in telephones, switchboards, lines, cables, have followed one another with remarkable rapidity.

"While each successive type of apparatus to the superficial observer suggested similarity, each step in the evolution marked a decided improvement. These changes, this evolution, have not only been continuous, but are continuing. Substantially all of the plant now in use, including telephones, switchboards, cables, and wires, has been constructed, renewed, or reconstructed in the past ten years. . . . . .

"Since 1877 there have been introduced fifty-three types and styles of receivers and seventy-three types and styles of transmitters. Of the 12,000,000 telephone receivers and transmitters owned by the Bell Company, January 1, 1914, none were in use prior to 1902, while the average age is less than five years.

"Within ten years we have expended for construction and reconstruction an amount more than equal to the present book value of our entire plant."

This statement seems to be part of the publicity campaign now being waged by the telephone organization against Government ownership. Its argument is, in brief, that Government ownership halts improvement, as shown by the antiquated governmental telephone systems of Europe. *Engineering and Contracting* accepts this view and elaborates it as follows:

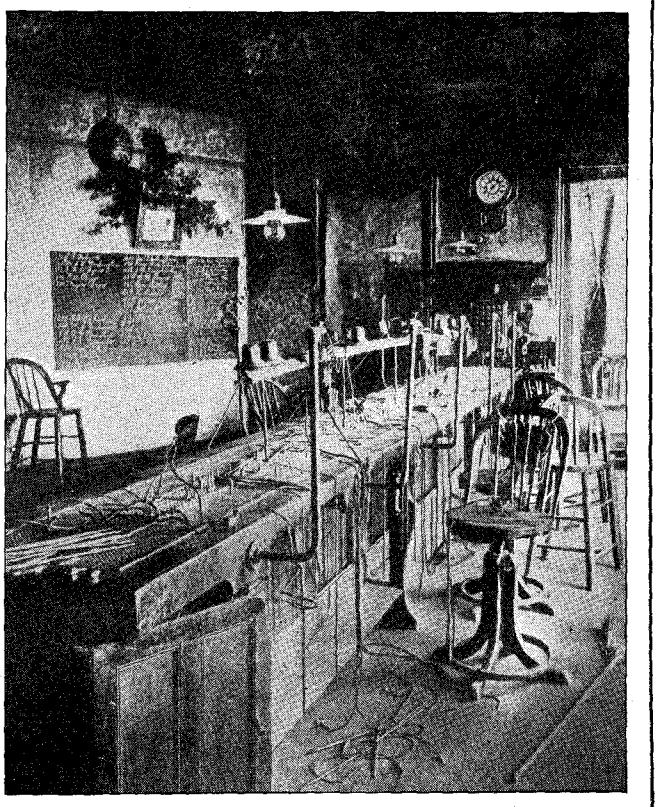
"Consider the power for progress that resides in the constant work of a 'staff of over 550 engineers and scientists' engaged in experimental and research work for the Bell system. Is it to be wondered that the government-owned telephones of Europe lag far behind this American organization? It has been said that not a single important telephone invention has been made in Europe in more than a dozen years. The telephone art and science would have entirely fossilized years ago in Europe had it not been for the progress in America. Those who are now clamoring for Government ownership of telephones in America will do well to weigh such facts as these. It is possible, altho we doubt it, that by virtue of lower interest charges the Government might at first conduct the telephone business at lower cost in this country. But any saving thus effected would be at the far greater loss of what we have termed the profit of progress. Great industrial progress is, we believe, impracticable where the incentive of profit is absent. Better far is it to pay slightly more for a service at present, with every assurance of steady decrease in payments, than to be fettered to a never-decreasing payment."

Counter-claims, for the superiority of government telephone systems in foreign countries, are made by Congressman David J. Lewis, of Maryland, whose speeches in Congress on this subject are published in pamphlet form for distribution.

A RUSSIAN SUBMARINE ADVENTURE

THE TALE of a submarine accident with anything but a fatal outcome is rare enough to merit especial notice. This tale comes from Russia—a land whose reputation for naval efficiency has not been high since the events of the Japanese War. In this particular instance Russia appears to have scored over England, Germany, and France. Our quotations are from the St. Petersburg correspondent of *The Railway and Marine News* (Seattle, March), who characterizes the experiences that he relates as "unusual" and "remarkable." Facts, he says, are only partially available, several matters of great chemical interest remaining to be cleared up; but this is the story as he tells it:

"The *Mingoa* is one of the submarine flotilla stationed at Libau. On a Saturday several weeks ago, she was out for exercise in the neighborhood of the light-ship off Libau, with her full crew of nineteen men, under the command of Lieutenant Garsoev, and, as usual, a tender was present during the maneuvers. The *Mingoa*, which was apparently proceeding either well on the surface or just awash, was suddenly discovered by those on the tender to take a plunge in somewhat abnormal fashion, throwing her stern well into the air. For some time it was not supposed any accident had happened, and the return of the submarine to the surface was expected, but the appearance of the emergency buoy gave the alarm. These buoys not only serve precisely to locate the whereabouts of a sunken submarine, but are fitted with telephonic apparatus enabling the crew to communicate with the upper air. The moment the tender learned by these means what had happened she steamed off to the light-ship, which telegraphed the news of the disaster to the dockyard headquarters at Libau.



BIRMINGHAM (ALA.) TELEPHONE EXCHANGE IN 1899.

"The accident happened at three o'clock in the afternoon, but owing, it would seem, to the dispersal of the men on a Saturday the message was not acted on for several hours, and it was not until nine at night that the salvage vessels reached the

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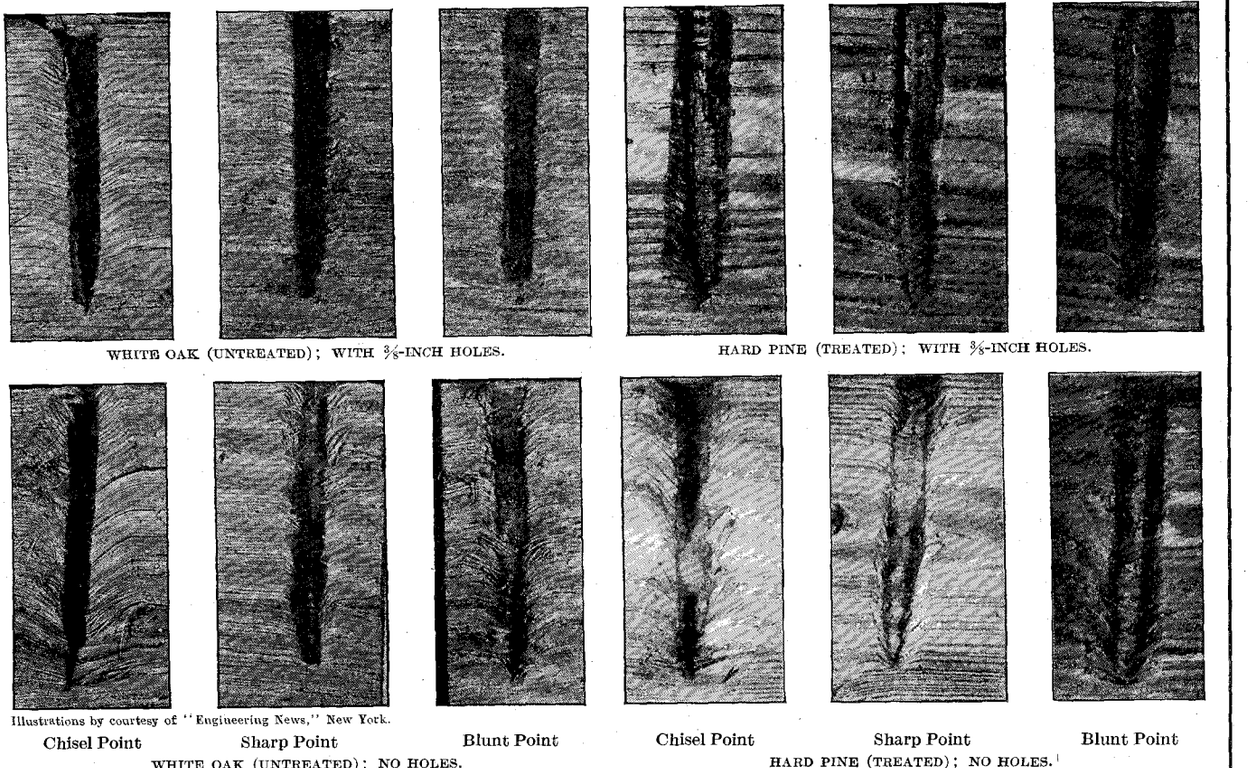

WHAT HAPPENS WHEN YOU DRIVE A SPIKE. WHICH ONE WILL HOLD BEST?

spot. The weather conditions remained happily favorable and divers having fixt the lifting chains, the *Mingoa* was successfully brought to the surface by midnight, having been nine hours at the bottom of the sea. When the after-hatch was opened three men staggered out, barely able to crawl. Fifteen of the crew and the captain were got out unconscious from the after-part of the vessel. There remained only the coxswain, who was in the conning tower amidships. It was necessary to raise the submarine well out of the water to get at the conning-tower, and this took another three hours' work, but the coxswain, when released after twelve hours' confinement, was in the best condition of any of the crew."

The cause of the accident was a defective ventilator. Water leaked through until the trim of the submarine was affected and she plunged head foremost to the bottom. Water continued to enter until the air in the vessel was so far comprest as to resist the entrance of any more.

"On this air the crew of twenty survived, the captain and fifteen men in the body of the vessel suffering also from the fumes of chlorin gas given off by the accumulators. The three men who crawled out unaided from the after-hatch, and the coxswain who, after being confined in the conning-tower three hours longer than any of the mates, was yet the least affected, were apparently out of reach of the chlorin-gas fumes. All have now recovered from the effects of their terrible experience.

"The rescue reflects great credit on the Libau authorities, the only hitch being in the valuable hours lost between the receipt of the light-ship's telegraphic message and the getting away of the salvage ships.

"The usefulness of the emergency buoy, which is also employed in the French submarine service, is amply demonstrated by the *Mingoa* accident. But the success of the rescue, after all, depended mainly on the 'natural' factors of the case; the favorable weather conditions, and, above all, the fact that the accident took place in comparatively shallow waters. Had the depth been twice or thrice the seven fathoms of the *Mingoa*—and submarines exercise at great depths—the balance between the pressure of the water and the compressibility of the air contained in the vessel would have been against the probability of the survival of any of the crew, while the enormously increased difficulties of salvage with increased depth would likewise have been all against the likelihood of saving life."

HOW WOOD HOLDS NAILS

WHAT IS IT that holds a nail so firmly when it is driven into wood? Does the shape of the nail or the sharpness of its point affect the holding force? These and other questions have been answered by experiments tried recently by a committee of the American Railway Engineering Association. The tests had to do with railway-ties and track-spikes, but they evidently hold for ordinary nails in any kind of wood. The conclusions drawn by the committee are that nails deteriorate wood sooner than screws, that blunt points hasten decay, and that it is desirable to bore a hole previous to driving the nail. In tests of holding power the ordinary chisel-pointed spike made the poorest showing and the sharp-pointed one the best. The resistance of screw-spikes was found to be two to three times that of the ordinary kinds. Says a writer in *Engineering News* (New York, March 26):

"The relative weight of the cut spikes as compared with the screw spikes is 1 to 2, and their relative maximum holding power averages 1 to 2½, respectively, thus indicating an advantage of 25 per cent. for the screw spike over that of the cut spike, equal weights of metal being considered. . . . In the majority of cases the cut spikes driven in the 7/16-inch holes require the greatest force to remove them. The long-leaf pine exhibits about the same holding power with no hole and with 7/16-inch hole, while the red oak, balsam, and New Mexico pine display a somewhat higher power with no hole bored for the spike.

"With the screw spikes there are but seven comparisons to make, since it was impossible to screw the spikes in ⅝-inch holes in the ohia and Japanese oak. In these seven cases, however, the red oak and the red gum, which are the hard-woods, reveal a much greater holding power with the spikes screwed into the larger hole; while in the long-leaf pine, Douglas fir, balsam, and New Mexico pine, which are soft woods, the holding power of the spikes is somewhat higher with the smaller hole, altho the difference is not so marked as in the case of the hardwoods.

"The fibers of the red gum, balsam, long-leaf pine, and red oak were not broken at all by the rail in the compression test, which indicates a very elastic fiber in the wood. The Japanese

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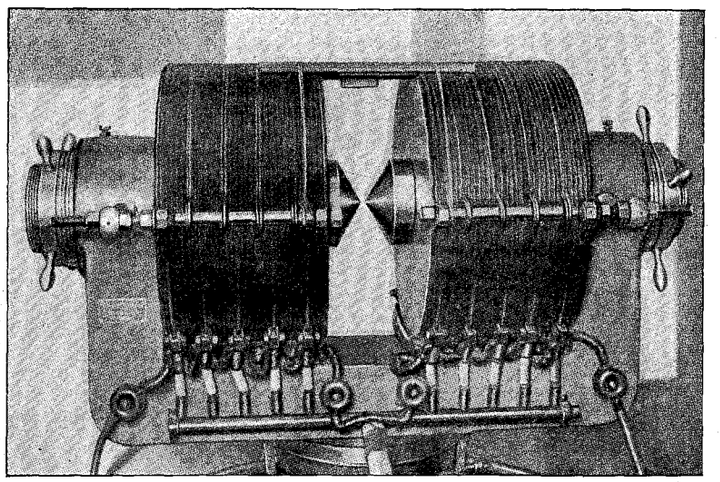
oak and ohia show a very slight breaking of the fiber. Douglas fir, short-leaf pine, and New Mexico pine presented very brittle fibers, which were broken considerably by the rail when under compression."

A POWERFUL ELECTROMAGNET

TIME WAS, not very many years ago, when the construction of an exceptionally large or powerful magnet meant simply another curiosity. Now the electromagnet has become a powerful instrument of research. Magnets are still made for use as playthings; Mr. L. Matout, assistant in the Paris museum, who writes for *La Nature* (Paris, March 7) an article descriptive of the great magnet recently built for his institution, compares these to opera-glasses, while the great research magnet is like a huge telescope, properly equipped for astronomical research. The magnet described by Mr. Matout was constructed after the plans of Professor Weiss, of the Zurich Polytechnic School, and is used by Prof. Jean Becquerel in pursuing his investigations in magneto-optics. It weighs about one and three-quarter tons, and stands five feet four inches high. Writes Mr. Matout:



THE LATEST WEAPON OF SCIENCE.

This new magnet of the Paris museum is five feet four inches tall, and weighs nearly two tons. It is used for the study of light, the motions of electrons, the smallest components of matter, and the minute movements in the interior of an atom.

"The improvements in this device are not, as might be supposed, due entirely to the effect of its size. Two things are necessary to obtain an intense magnetic field: (1) to have an electric circuit through which a current of as great intensity as possible may be passed without rapid heating, which limits the time of experiment, . . . and (2) to obtain a 'magnetic circuit,' whose magnetization to saturation shall be as great as possible.

"The former of these conditions has been realized by a very ingenious device; instead of employing ordinary conducting wires, Mr. Weiss uses for his coils copper tubes, through which may be passed a rapid current of water to cool the circuit during the whole course of the experiment. The coils contain 1,000 turns of tube and are divided into ten sections; . . . in each the water arrives in the middle of the coil and issues at the circumference. The iron core of the electro is thus never heated.

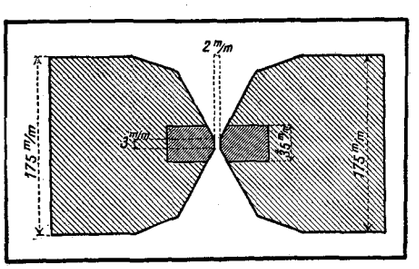
"The second condition results from a discovery made by Mr. A. Preuss, a student of Professor Weiss, who has found, in investigating the properties of the ferrocobalts, that the compound Fe_2Co has a saturation point of magnetization 10 per cent. greater than that of iron. Unfortunately it is not yet possible to prepare large enough masses of ferrocobalt to form the entire magnetic circuits of electromagnets, especially of this size; nevertheless, the cores, which carry the pole-pieces, as shown in the accompanying section, are sufficient to increase by about 5 per cent. the magnetization that would be furnished by similar pole-pieces of Swedish iron. . . . When the fields are compared with the power necessary to obtain them, . . . we see that the gain due to the ferrocobalt, altho at first sight of slight importance, may correspond to a fourfold increase of power expended. . . . . .

"This simple statement should suffice to give an idea of the difficulties to be surmounted when it becomes necessary, for the progress of physics, to have recourse to more and more powerful magnetic fields.

"At present the search for this increase of power has for its object to push further and further the study of the phenomena of magneto-optics—Zeeman's phenomenon, the rotary magnetic polarization of light, magnetic double refraction, etc., and finally, of every question that can increase our knowledge of the motions of electrons, these universal constituents of all matter, and aid us to discover the connection between these movements and the phenomena of which the surrounding ether is the seat. The magnetic field, in fact, is the sole physical agent that enables us to explore, by modifying them, all the intraatomic movements, without interfering with the integrity of the atom itself.

"Another thing to be noted . . . is the small space that must be left between the pole-pieces in order to obtain these powerful fields. What can be done in such a narrow space? We have here a kind of vicious circle: increasing the space at our disposal by moving the pole-pieces will diminish the intensity of the field, while to increase this intensity (our chief object) we must diminish the utilizable space. The physicist thus needs all his skill, all his faculties, with such apparatus, to keep the necessities of experiment within bounds. Thus, to study Zeeman's phenomenon —the action of the field on a source of light between the pole-pieces—the size of this source must be made as small as possible, often by using the electric spark. In the study of the Zeeman phenomenon in absorption spectra, in which Prof. Jean Becquerel has made several most interesting discoveries, this scientist has used crystals of the rare earths, some of which have a volume of less than one-fifteen-thousandth of a square inch."

Among other difficulties with which the experimenter is confronted is the fact that an enormous increase of power is necessary to effect even a small increase of magnetism. Effort at present is exerted largely in devising new methods of refrigeration that will admit of large power increases without overheating. Great hopes, we are told, had also been based on the possible use of 'superconductors'—electric conductors chilled to the temperature of liquid helium under reduced pressure, within a degree or two of the absolute zero, and thus having their conductivity multiplied by tens of thousands. It has been found, however, that this 'superconductivity' ceases suddenly and mysteriously when the magnetic field reaches a certain value.



THE POLE-PIECES.

The use of ferrocobalt here strengthens the magnetization.

Mr. Matout closes with this very pertinent anecdote:

"Some one to whom Prof. Jean Becquerel was explaining the new and ever-increasing needs of our laboratories objected: 'But, nevertheless, magnificent discoveries used to be made with insignificant equipment; did the scientists of those times have superior genius to those of to-day?'

"The answer was a simple one:

" 'Sir, in days of old Jean Bart won magnificent naval battles with wooden ships.'"—*Translation made for* THE LITERARY DIGEST.

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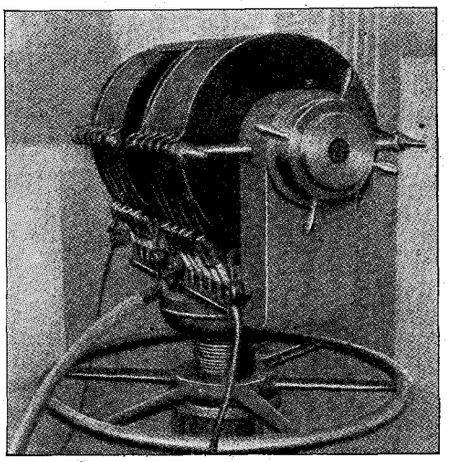
FINGER-SKILL AND BRAIN-CONTROL

THE HUMAN FINGERS, with the human brain back of them, are able to accomplish complex movements that are little less than marvelous. Even in ordinary handwriting, we are told by a contributor to *Le Rappel*, the pen travels, in following the curves and inflections of the script, something like 100,000 miles a year. But this is child's play compared to what is required in a performance on the piano. A calculation of the task of muscle and brain involved in this, made by Sir James Paget in 1888, is quoted in *The British Medical Journal* (London, March 28). It will no doubt be new to thousands of our readers, and, to the rest, well worth re-reading. He said:

"Mademoiselle Janotha was so good as to play on the piano, at my request, one of the swiftest pieces of music known to her, a *presto* by Mendelssohn. The time it occupied was taken, and the number of notes was counted. She played 5,995 notes in four minutes and three seconds; rather more than twenty-four notes per second. We may, from this, estimate approximately the number of what we may call nervous vibrations transmitted during a given time to and from the brain; from the brain to the muscles, and from the muscles and the organs of hearing and of touch to the brain.

"Each note required at least two voluntary movements of a finger, the bending down and the raising up; and besides these there were a very large number of lateral movements to and fro of the fingers, as well as many and various movements of the wrists, elbows, shoulders, and feet. It was not possible to count these, but I think I can be sure that they were not less than at the rate of one movement for each note, making altogether not fewer than three voluntary movements for each note, even if we allow for the chords in which several notes were struck at the same instant. Certainly there were not fewer than seventy-two distinctive variations in the currents of nerve-force transmitted from the brain to the muscles in each second, and each of these variations was determined by a distinct effort of the will."



SIDE VIEW OF THE BIG MAGNET.

Nor was this all. He elaborates further:

"And observe—for herein may seem a chief wonder—each of these movements was directed by the will to a certain place, with a certain force, and a certain speed, at a certain time; and each touch was maintained for a certain length of time. Thus there were, as we may say, five distinct and designed qualities in each of the seventy-two movements in each second. Moreover, each of these movements, determined by the will and exactly effected by transmission of nerve-force from the brain along nerve-fibers to the muscles—each of these movements was associated with consciousness of the very position of the finger, each hand, each arm, and each foot, before it was moved and while moving it, and with consciousness of the sound of each note and the force of each touch.

"Thus there were at least four conscious sensations for each of the twenty-four notes in each second; that is, there were at the rate of ninety-six transmissions of force from the ends of nerve-fibers, along their course to the brain, in each of the same seconds during which there were seventy-two transmissions going out from the brain along other nerve-fibers to the muscles. And then, add to all this, that during the time, in each second of which the mind was conscious of at least ninety-six sensations, and directed not fewer than seventy-two movements, it was also remembering each note to be played in its due time and place, and was exercised with the judgment, in the comparison of the playing of this evening with those of time before, and with some of the sentiments which the music was intended to express. It was played from memory, but Mademoiselle Janotha assures me she could have played it as swiftly at sight, tho this would have added another to the sensations associated with each note."

HOPE FOR THE BALD

IT IS NOW POSSIBLE to implant hair in the scalp of the bald. Only about 50,000 separate operations are required in the case of one who has no hair at all, but a skilled operator can perform something like 500 of them in an hour, so that in 100 hours, or ten days of ten working hours each, the completely bald man may have a head of hair of his own. The hair will not grow, but that is rather an advantage than otherwise, for it does not require cutting. It may be objected that the only difference between having hairs sewed separately into one's scalp and wearing a wig is that a wig can be removed when one is tired of it; but perhaps this is hypercritical. Our description is from an abstract, made for the Italian journal *Minerva*, of an article contributed to *Umschau* (January 24) by Dr. A. Havas. We read:

"It has occasionally been attempted to cure baldness by implantation of hair in the skin, but the final results either are not to be taken seriously or were not such as to admit of practical application. . . . Dr. A. Havas has just described a method that has been devised and applied with excellent success by Dr. Szekely, assistant in the hospital at Budapest.

"Dr. Szekely proceeds as follows: with a gold wire about one-five-hundredth of an inch in diameter, he makes a tiny loop, hardly visible to the naked eye, and in this he inserts a fine hair from a woman's head, about eight to twelve inches long, so that half hangs down on each side. Then he introduces the other end of the wire into a Pravaz needle—one of the needles, hollow within, that are used for hypodermic injection—and draws out the end of the wire from the point of the needle until the loop has not quite emerged from the needle. Then he cuts off the wire about one-twelfth inch from the loop and bends the end to make a tiny hook.

"This done, he introduces the needle, properly sterilized, into the skin of the head and then withdraws it gently, leaving beneath the skin the hook holding by the loop the hair, bent double. After the needle has been withdrawn there may be seen protruding from the skin two hairs, being the two halves of the hair held at its central point by the loop, and anchored, so to speak, under the skin by the hook.

"The punctures are made at a distance of about one-twenty-fifth of an inch apart, or 625 to the square inch. As there are two hairs to each puncture, this makes 1,300 to the square inch. In three-quarters of an hour it is possible to plant 400 to 500 hairs."

While the operation is thus extremely simple, the results, similarly, appear to cause little discomfort:

"After the planting, the loop and the hook, which remain under the skin, cause inflammation, which soon ceases and forms a scar, without other effect than to fix the hair better in its place. The puncture made by the needle quickly heals. The hairs remain permanently implanted. They are, of course, dead hairs and do not grow, but no one would notice this who did not look attentively and notice that two hairs instead of one issue from each point in the skin. The hairs may be washed and brushed without inconvenience. They should be oiled continually, to preserve their delicacy and softness.

"The operation is not painful; after two weeks not a trace of it is felt. Dr. Szekely has met with only a few cases of suppuration. After a few weeks the head of the person treated may be slapped or rubbed smartly without feeling the least sense of pain. Professor Havas has found that within the hook there forms a kind of capsule of elastic tissue. To plant a perfectly bald head with hairs about 50,000 are necessary. Professor Havas asserts that he knows a person who was treated seven years ago by Dr. Szekely's method and who still possesses a good head of hair in the best state of preservation."—*Translation made for* THE LITERARY DIGEST.

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LETTERS AND ART

A FRENCH ARTIST'S DISCOVERY OF NEW YORK

THE DISCOVERY that New York's crowded sky-scrapers and cañon streets offer a unique mine of artistic inspiration and subject-matter has been going on for some years among our native artists, as witness the paintings of Colin Cooper Campbell and the etchings of Joseph Pennell—to mention two names almost at random. At this year's Spring Academy exhibition it was Jonas Lie's "Afterglow," a painting of New York's water-front and high-piled sky-line, that carried off the first Hallgarten prize. That foreign artists are now beginning to share in this discovery of New York's artistic possibilities is evidenced by an exhibition of etchings by Henri Deville, in the galleries of the Maison Ad. Braun et Cie. Among these impressions is a set of thirty-eight, three of which we here reproduce, recording various aspects of New York. Mr. Deville, who is an architect as well as an etcher, seems to be particularly attracted by our soaring office-buildings of steel and stone, for whose frank sacrifice of the esthetic to the utilitarian we were once inclined to blush. In the New York *Sun* he is quoted as follows on the subject of Manhattan from an artist's viewpoint:

"What subject of study is more interesting for an artist than the soul of a great city! Aside from the purely pictorial and picturesque aspect which it may offer, how many philosophical reflections, how many elevated and profound thoughts come to him who knows how to see and to feel in traversing the innumerable streets and avenues which are as its veins and arteries.

"'Why,' somebody asked Meryon, 'do you depict better than any one else the aspects of the Tour St. Jacques?'

"'It is,' he replied, 'because in passing at its foot I am so profoundly impress that I fear lest melted lead be thrown on me from its battlements.'

"There is the true *raison d'être* of the artist: to be capable of emotion and then of transcribing that emotion in certain mediums so as to communicate it to the crowd and be understood by it.

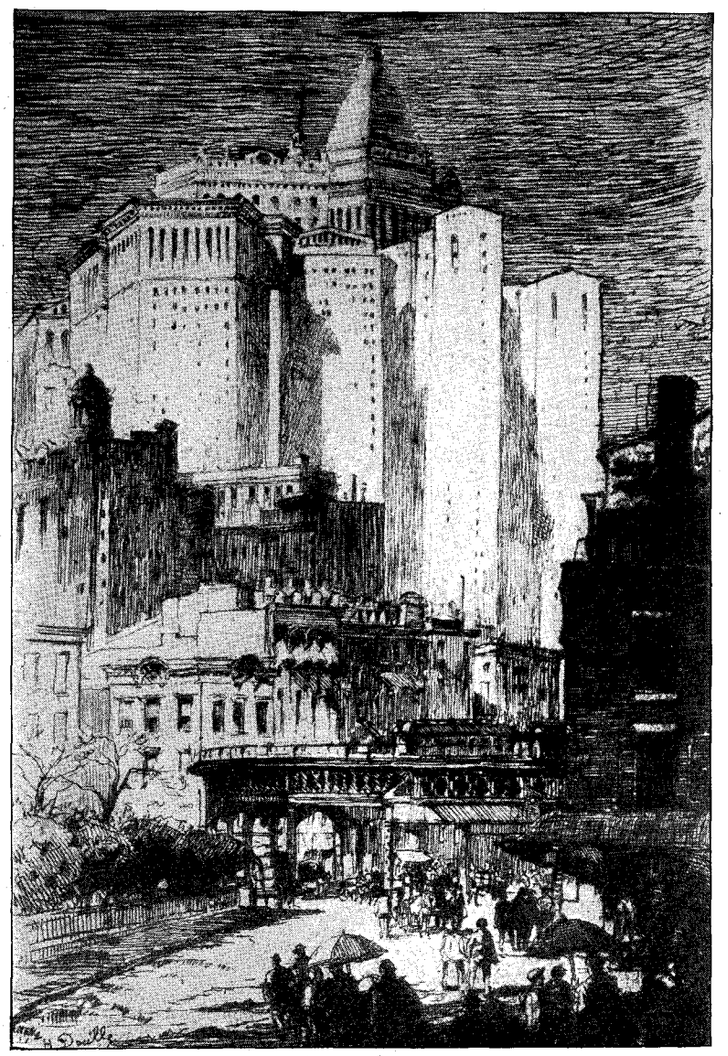
"This is what I have tried to do for New York. Very keenly gript by the aspect, I will not say picturesque, but grandiose and brutal, of the city, I sought long, while carrying out the architectural tasks which brought me here, for a method of expressing my sensations and my visions.

"Water-colors are too amiable; painting with oil lends itself poorly to the reproduction of architecture; I was therefore led to aquafortis, of which the technique, subtle and powerful, renders wonderfully by its contrasts of white and black the shadows and light which play between the tall buildings or evokes the mystery of the penumbra of streets narrow and shut in.

"Nothing in the world seems to me more fascinating to study and to draw than that part of the lower city where the old Dutch or English houses, hardly raising their silhouettes above the water-front, seem the first steps of a gigantic stairway of which the Singer Tower and the Woolworth Building are the top.

"Nothing more poetic than the audacious spring of the roadway of the Brooklyn Bridge, which, spanning a river, allows to pass beneath its arch a world of ships of all kinds, and at the same time unites, like the Colossus of Rhodes, two great cities crowded with humanity.

"Canaletto, Piranesi, and Meryon have left imperishable records of Venice, Rome, and Paris. New York merits, by her beauty, that artists should endeavor to transmit it to future centuries. Let us wish, therefore, that many may undertake the task and be encouraged by the multitude of those who understand and admire the soul of the great city."



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COENTIES SLIP.

The French etcher who has discovered us confesses himself "very keenly gript by the aspect, I will not say picturesque, but grandiose and brutal," of New York City.

In another column of *The Sun* we read:

"There is no doubt that the etchings will cause many an old New Yorker to rub his eyes and start up in quest of these beauty-spots that the French etcher has found so plentifully in the lower part of Manhattan, and it is equally sure that our resident artists will begin to make pilgrimages in greater numbers to the same region. . . . . .

"These New York etchings seem to be born of the enthusiasm of a discoverer, and they have the power of awakening that enthusiasm in others."

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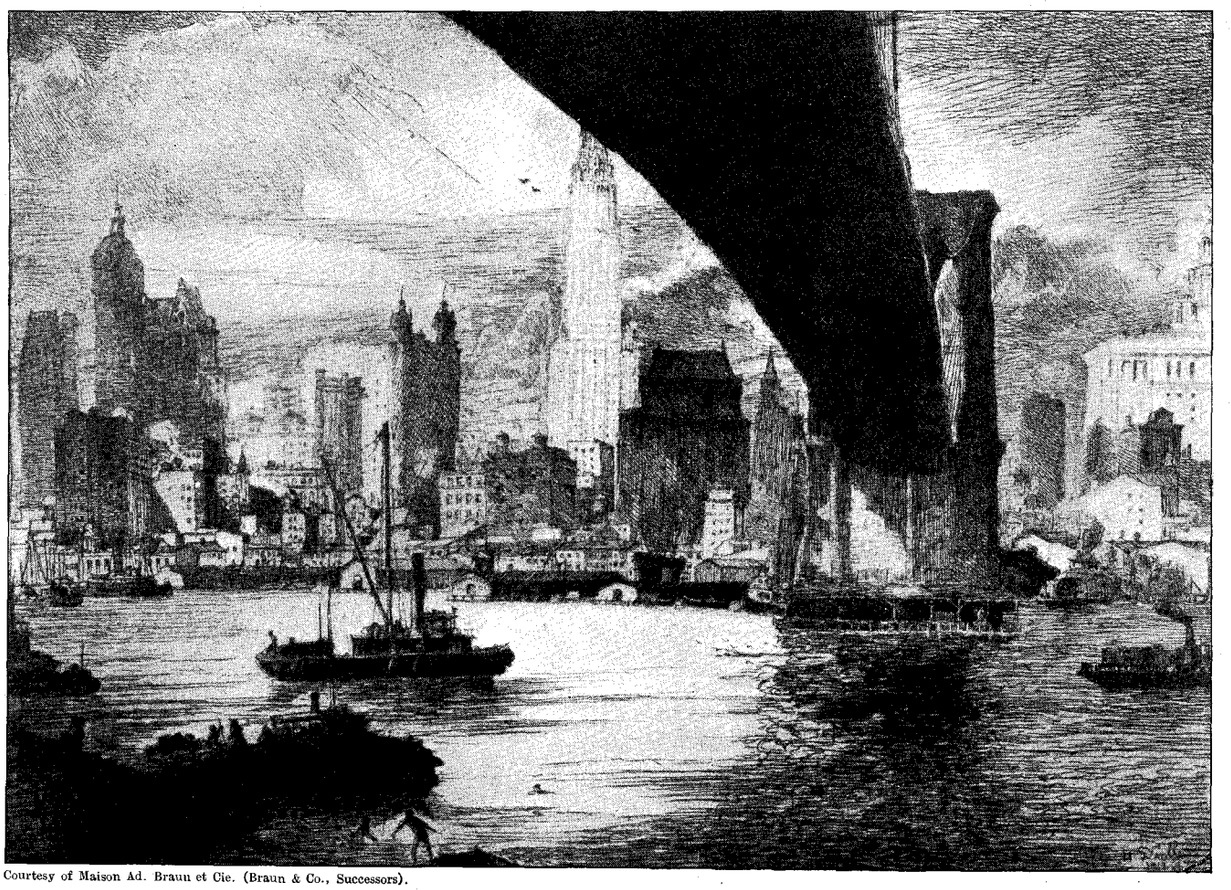

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NEW YORK FROM THE EAST RIVER.

"What subject of study is more interesting for an artist than the soul of a great city!"

A FOLK-SONG OF RECENT ORIGIN

IN AN ARTICLE on American folk-songs, in our issue of February 21, we quoted two stanzas from "The Railroad Corral," a ballad of cowboy life which is printed anonymously in Prof. John A. Lomax's compilation of "Cowboy Songs." We now learn that, instead of being "the palpable result of group improvisation," as supposed, this poem was written by Mr. Joseph Mills Hanson and first published about a dozen years ago. Mr. Hanson's letter, which is dated from Yankton, S. D., is interesting, among other reasons, because it suggests the ease with which the authorship of a song may be lost. Of "The Railroad Corral," Mr. Hanson says:

"The proper title of it is 'Cowboy Song,' and it was originally published in *Frank Leslie's Popular Monthly* (now *The American Magazine*), some time in 1902 or 1903, and republished in my little volume of 'Frontier Ballads' (A. C. McClurg & Co., Chicago, 1910).

"While it is pleasant to know that this short ballad of mine possesses sufficient genuine feeling to have caused it to make a place for itself among American folk-songs, it hardly seems right to let the error go uncorrected indefinitely. So, even at the risk of spoiling such romance as a mysterious origin might throw around it, I am advising you of the facts, for at least your own personal information. I have no doubt Professor Lomax must have first heard the 'Cowboy Song' recited or sung in some obscure corner of the Southwest. I originally wrote it with the idea of adapting it to the old Scotch air, 'Bonnie Dundee.'"

Here are the opening and closing stanzas of the poem as we find it in Mr. Hanson's book:

We are up in the morning ere dawning of day,
And the grub-wagon's busy and flapjacks in play,
While the herd is astir over hillside and swale
With the night-riders rounding them into the trail.

Come, take up your cinches
And shake up your reins;
Come, wake up your bronco
And break for the plains;
Come, roust those red steers from the long chaparral,
For the outfit is off for the railroad corral!

The sun circles upward, the steers as they plod
Are pounding to powder the hot prairie sod,
And it seems, as the dust turns you dizzy and sick
That you'll never reach noon and the cool, shady creek.
. . . . . .
But the longest of days must reach evening at last,
When the hills are all climbed and the creeks are all passed,
And the tired herd droops in the yellowing light;
Let them loaf if they will, for the railroad's in sight!

Come, strap up the saddle
Whose lap you have felt;
So flap up your holster
And snap up your belt;
Good-by to the steers and the long chaparral;
There's a town that's a trump by the railroad corral!

In another letter Mr. Hanson suggests that the old steamboating days on the Mississippi River and its tributaries were probably rich in folk-songs, altho he fears that these have now been irretrievably lost. He writes:

"You doubtless know how prone the American negro is to compose jingles on almost any subject, and the roustabouts of the steamboat era must have made up hundreds of them; about their own picturesque lives, about the different boats, the river towns whose levees they frequented, current events, and so forth. I myself have heard the negro deck-hands, on boats of to-day plying out of St. Louis, often chant odd ditties when they gathered around the forward capstan to 'shoot craps' and squabble for pennies tossed down by the passengers. Nevertheless, I fear they have long ago forgotten the current doggerels of their fathers; at all events it would be a difficult matter to recover many of them."

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ENGLAND'S GLUT OF FICTION

A DETERIORATION of the standard and the average quality of English fiction is being noticed by English publishers and critics, and most of them agree that overproduction is a prime factor in it. "There are too many publishers, too many novelists, too many books, but not enough purchasers of the novels which truly satisfy and are nobly enjoyable," declares a writer in *The Book Monthly* (London), and J. Walter Smith, a London correspondent of the Boston *Transcript*, contributes some interesting evidence along the same lines. Last year, he states, "the number of works of fiction published was just over two thousand," and "booksellers here are highly disturbed over what is called 'the glut of fiction.'" This correspondent goes on to say that William Heinemann, one of the most forward-looking and progressive of English publishers, has decided to make a practical protest against these conditions by cutting down his output of novels. As a result of these conditions, says our informant—

"It has become almost impossible for a bookseller to handle, a reviewer to review, or a purchaser to discriminate between the two thousand odd novels that appear yearly. Congestion follows as a matter of course, really good books are passed over in the 'rush,' and publishers and authors both suffer from restricted sales."

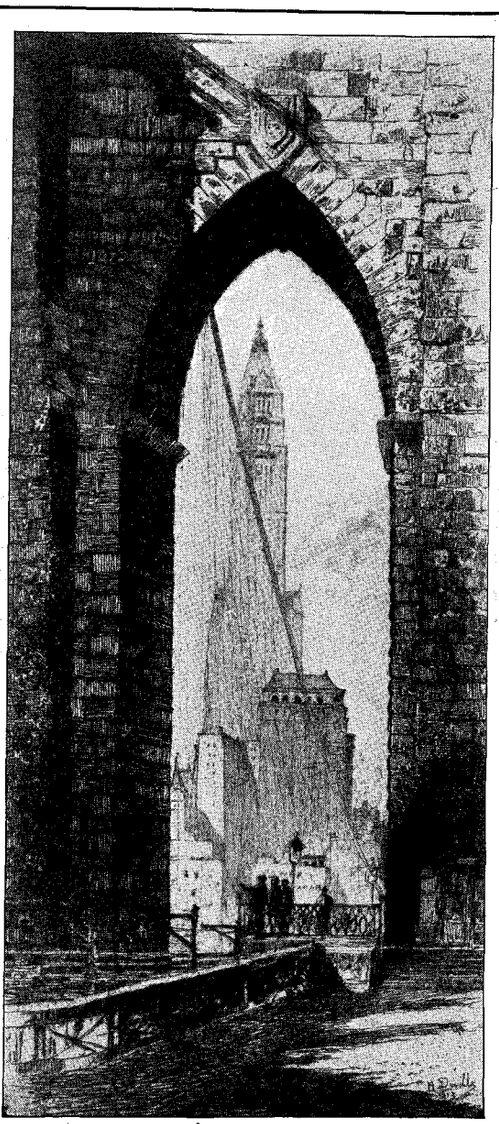
Along with this inflation of output, it seems, there is an actual shrinkage of the English reading public. On this point Mr. Smith again quotes Mr. Heinemann:

"We have reached a stage where it is obvious that a great number of novels are produced which have not undergone the ordinary tests of sifting according to merit. In the second place, no one can command more than a certain amount of leisure, and now that so many other interests compete, reading can not be expected to prevail as it did. The public of to-day has many crazes which were unknown a decade ago—the tango, the motor, and the film, not to speak of universal golf—and where you find these things all in active competition, the allowance of time for reading is sure to diminish."

The remedy, says Mr. Heinemann, rests with the publisher:

"I have no desire to criticize contemporary fiction adversely—on the contrary, the standard of the best fiction is as high as it ever was. What I have in mind is the enormous surplus of rubbish that reaches print. You may see this by the extent to which the novel-writing habit has grown of recent years, so much so that the possession of a pen and an ink-pot seems quite excuse enough for any one to turn author.

"The remedy is a recognition of the fact that the overproduction of which every one complains has been largely due to artificial causes, and that the future lies, to a great extent, with the publishers themselves. Literary agents are responsible for most of the trouble, and their efforts to make sure of their commissions by tying up authors and publishers for several unread—and even unwritten—books on the strength of the often imaginary success of a first book have resulted in the printing of many novels which would never have seen print on their merits. Firms entering into such arrangements have their manuscripts read to safeguard themselves against libels and indecency and the rest of it; but as a rule they seem to take it for granted that a person who has written one passable book will turn out many more. In my experience it is rather the other way, and the proportion of people who have more than one book in them is very small indeed. There must be a more rigid exercise of the test of merit if the good work in the future is to have its proper reward."



Courtesy of Maison Ad. Braun et Cie. (Braun & Co., Successors).

AN UNFAMILIAR GLIMPSE.

Here Mr. Deville captures for us an impression of the Woolworth Building as seen through the Gothic arch of one of the piers of the Brooklyn Bridge.

DR. ELIOT, EDITED BY DR. WILSON

FEW outside the capital would probably ever have seen the inscriptions for the new Post-office Building in Washington if the Presidential pen had not altered them. They are enhanced in popular as well as in literary interest by the fact that they were written by the ex-President of Harvard University and "edited" by that other university ex-president who now occupies the White House. Since Dr. Eliot is not only famous for his lucid and limpid literary style, but is a recognized expert in this particular form of terse composition—he wrote the inscriptions for the World's Fair buildings in Chicago—many will be surprized that the Wilsonian pen found any opportunity for its work of revision. Yet we learn from Washington dispatches that for the east pavilion of the Post-office Dr. Eliot wrote:

Carrier of news and knowledge,
Instrument of trade and commerce,
Promoter of mutual acquaintance
Among men and nations, and hence
Of peace and good-will.

And that this was revised by the President to read:

Carrier of news and knowledge,
Instrument of industry and commerce,
Promoter of mutual acquaintance,
Of peace and good-will
Among men and nations.

As Dr. Eliot wrote it, the inscription for the west pavilion stood:

Carrier of love and sympathy,
Messenger of friendship,
Consoler of the lonely,
Bond of the scattered family,
Enlarger of the public life.

In the Wilsonian version this becomes:

Messenger of sympathy and love,
Servant of parted friends,
Consoler of the lonely,
Bond of the scattered family,
Enlarger of the common life.

Analyzing the changes in this inscription, the New York *Times* notes:

"'Carrier,' repeated from the previous inscription, becomes

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'Messenger' by the schooling from the White House, and 'sympathy' is made to precede 'love'—it does that naturally—thus improving the rhythm. . . . And the 'common life,' the life of the people in their usual private relations—not in their public relations—was precisely what Dr. Eliot should have meant and the opposite of what he did say. He will be grateful because his lines were well edited."

The incident draws from the Chicago *Inter Ocean* an interesting dissertation on the general subject of inscription-writing, an art which, it notes, has fallen somewhat into abeyance in the modern world. In this paper we read:

"In Greek and Roman times the epigraph—we prefer the word to 'epigram,' because the latter has come to mean a satirical poem—was a recognized literary form. Many of the most admired lines in the Greek Anthology are epigraphs, actual or imagined. Some Latin poets, especially Lucan, seem to have striven to write lines suitable for carving on stone or metal.

"In the nature of things the inscription must be very terse, must deal in broad generalities, must suggestively appeal to the imagination, and must avoid the form of argument. . . . . .

"The Chicago World's Fair was about the first American enterprise which called for much in the way of epigraphs. It was our first conscious large-scale effort to produce monumental buildings for the world's general inspection. President Eliot of Harvard was called upon to devise inscriptions.

"He is conceded to have performed the task with distinction, tho none of his English phrases stick in the memory like the century-old Latin one that summarized the achievements of Benjamin Franklin, and was most fitly placed on the Electricity building: '*Eripuit cælo fulmen sceptrumque tyrannis*'—'He snatched the thunderbolt from heaven and the scepter from tyrants.' "

While conceding that the Post-office inscriptions have been improved by revision, *The Inter Ocean* declares that "there is no discredit to Dr. Eliot in having his work thus revised," since "the 'copy' of few men can not be improved by a competent reviser." On this point *The Times*, previously quoted, remarks:

"This revision will not, we believe, occasion in Dr. Eliot a moment's distress of mind. For one thing, both men are accustomed to discipline, habitually self-imposed. Like all who have become masters of thought and expression, both have frequently sought and submitted to criticism."

POETS AGAIN "BEST SELLERS"

FOR THE FIRST TIME since the heyday of Tennyson's popularity books of poetry have broken into the "best-seller" class, and no less an authority on the public taste than George P. Brett, president of the Macmillan publishing house, declares that to-day "the poet with a real gift has golden opportunities awaiting him and the largest possible audience ever in the history of the world." The moving-pictures, Mr. Brett explains, are "displacing the novel for time-killing purposes," and are emptying the seats of the regular theaters. But

"This does not apply to poetry. You can not get poetry into moving-picture form. This partly explains the publishers' keen competition to sign up rising poets."

In a London dispatch to the New York *Times*, Mr. Brett is further quoted as saying:

"The fact is highly significant of the sudden change in the public's attitude toward literature. For years poetry was almost tabu. The muse had been wandering in the wilderness, and now suddenly we find the poets among the best sellers. There is Masefield, for example. 'The Everlasting Mercy' and 'The Dauber' especially attracted attention in America; then there is that remarkable Bengali poet, Tagore, the sale of whose works compares favorably with the best-selling novels. The sale of his 'The Gardener' alone in America exceeded 100,000 copies. One bookseller in Los Angeles sold 500 copies in that city alone.

"Such a thing had not been seen since the heyday of Tennyson, when a new volume of his poems was the talk of both hemispheres. . . . . .

"The development of poetry into the best sellers has come with such disconcerting suddenness that we publishers are all on the *qui vive*.

"But, mind you, the public which has thus suddenly turned to buying books of poetry and neglecting the ordinary novel will have only the best. I do not think that 'highbrow' poets will ever become best sellers, and I think the public is right. What we publishers are eagerly looking for is a poet whose verse sings to the very heart of the people and makes a universal appeal.

"To-day a real poet can no longer lament the fact that he can not extract a living from verse. Those threadbare days are gone."

Why did the public for a time turn its back on poetry? And why has its attitude now suddenly become cordial? Mr. Alfred Noyes, the young English poet who feels that our press have done him an unintentional wrong by their insistent exploitation of the fact that he has "made poetry pay," believes that the general public was estranged from poetry by the "esthetic movement" of a decade or so ago, and that it was Kipling who first "rehabilitated poetry after the esthetic movement had disgraced it." Mr. Noyes, whose recent appointment to a "visiting professorship" in English literature at Princeton has evoked much interested and approving comment, had this to say to an interviewer:

"I think I know how it is that the man in the street has come to look on poetry as a vain, impractical thing, That wretched 'esthetic movement' is to blame. The protagonists of that movement made a cult of insincerity, and naturally they alienated sensible people. And the shocking downfall of sham estheticism cast poetry still more into disfavor.

"However, this cloud is rapidly passing away. People are beginning to see that there is a fundamentally democratic reason for appreciating poetry. The basis of poetry—the basis of all the arts—is the sense of rhythm, and the sense of rhythm is universal. Indeed, you might say that rhythm is the basis of life. The heart beats in rhythm, the world moves in rhythm—rhythm is the great common law of the universe. . . . . .

"Poetry is steadily gaining in popularity. Recently I met a man who is tremendously interested in verse. He is a manufacturer, and last year when he was in England he made a special trip to the home of a great critic, merely to talk to him about poetry. And the critic said to him, 'You are the third American manufacturer who has come to talk poetry with me this week, and I don't see the connection!' Well, we are very soon about to see that connection."

It is of interest to notice in passing that Mr. Noyes, while welcoming this reawakened interest in poetry, has no great admiration for the new type of magazine that devotes itself exclusively to verse. Altho we have several of these magazines published in the United States, the ones Mr. Noyes mentions are English publications. After complaining that there is usually "an air of insincerity" about these all-poetry magazines, and that "most of them print a sort of verse that has no relation to life," thereby tending "to throw poetry into disrepute," he goes on to say:

"The people who publish a magazine called *Poetry and Drama* have what they call the 'Poetry Book-shop.' They hold meetings there, and they have provided 'simple, austere beds' for 'simple, austere' young poets from the country to sleep in. And the young poets from the country come with their long hair and flowing neckties and pose and read their own verses, and bring the contempt of the man in the street down on all poetry.

"I would make an exception of one poetry magazine—*The Poetry Review*, edited by Stephen Phillips. It contains good poetry and sound criticism. It is a dignified publication, with no insincerity about it. It is perhaps the best critical journal of the kind, for it stimulates just that attention to the laws of literature which is so lacking in others."

A writer in the *South Atlantic Quarterly* (Durham, North Carolina) is convinced that poetry fell from popular favor because "Romantic" and "Victorian" verse was so "subjective" and "egoistic" that readers turned from it in disgust; and that its present reinstatement is due to its return to "objectivity."

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RELIGION AND SOCIAL SERVICE

THE SPLIT BETWEEN THE CHURCH AND THE AGE

IMPREST by the wide-spread and apparently growing indifference to the claims of the Church—an indifference by no means confined to the unmoral and antisocial element in our modern communities—the editors of *The Homiletic Review* have asked more than a hundred leaders of thought in the fields of religion, science, and literature what they believe to be the causes of this indifference, and what they would propose as a remedy. In their letter of inquiry the editors quote, as a suggestive starting-point for the discussion, Abraham Lincoln's statement: "I have never united myself to any church because I have found difficulty in giving my consent without mental reservation to the long and complicated statements of Christian doctrine which characterized their Articles of Belief and Confession of Faith." And in what way, they ask, is a fundamental theology of the Church "to be related to the literary, scientific, and philosophical certainties of our time?" Among the one hundred and five men who answer these questions, and whose answers have been incorporated in a volume of nearly six hundred pages under the title "The Church, the People, and the Age," we find such names as Rudolf Christoph Eucken, Adolf Harnack, Lord Avebury, Lyman Abbott, Charles Augustus Briggs, Havelock Ellis, David Starr Jordan, Edwin Markham, Herbert Hensley Henson, and John Watson (Ian Maclaren), with many others not less eminent in their own fields, tho less familiar to the general public. And their views are all surveyed, analyzed, and summed up by Rev. Clarence Augustine Beckwith, professor of systematic theology in the Chicago Theological Seminary. "The single fact upon which the writers are agreed," Mr. Beckwith finds, "is that of the present indifference toward the Church." The various causes and conditions advanced as responsible for this indifference he lists and classifies as follows:

"(1) Creeds which are prescribed as requisite to church membership. These are either weak, vague, and unreasonable, or else inclusive of too much. On the one hand, there is little appreciation of the historic creeds and the basis of belief is too indefinite; there is no appeal to great loyalties. On the other hand, the creeds either contain material, as metaphysics, which does not belong there, or are full of unsupported and unprovable assertions, while their tone is inconsistent with the spiritual life or the social movements of to-day, such as individualism, democracy, universal education, and the spirit of research.

"(2) The Church, as a teaching or working organization, invites indifference. Its teaching is remote from life, lacks the note of reality, is behind the age in science and social questions, and fails in leadership in great social activities.

"(3) Indifference is increased both by the theology for which the Church stands, and by the fact that men confuse the Church with dogmatic theology, which is repugnant to them.

"(4) Ministers come in for their share of responsibility for this condition. They are deficient either in their personal qualities as ministers or in their leadership of the Church's activities, or their message is not in harmony with present Christian ideals.

"(5) Competing attractions, as Sunday newspapers or week-end visits, providing respite from the increasing pressure of business, draw men away from the Church.

"(6) Other activities outside of the Church as such, all legitimate and needful for social welfare—the Y. M. C. A. and scores of agencies for human betterment—enlist an increasing body of workers who would once have found their opportunity in the Church.

"(7) Indifference to the Church is only another symptom of general indifference which appears elsewhere in politics and other spheres of responsibility.

"(8) There are those for whom the Church will always be too narrow—a fact which argues, perhaps, no reproach against their moral character, their religious idealism, or even against the Church.

"(9) A growing disbelief in a personal God among those who are trained in purely scientific or philosophical directions has made the faith on which the Church is founded impossible, and turned them from it so far as it represents a theology.

"(10) More special causes of indifference are alleged, some of which are the natural repugnance of the natural man to religion as embodied in the Church, unawakened conscience or religious sense, intense individualism caring only for personal religion, desire for independence, frivolous expectations as to the outcome of life, unadmirable character of many church members, the Church's class consciousness, maladjustment to social needs or ignorance, or, worse, timidity in dealing with social injustice. On the other hand, people are weary of hearing only of this present world—things political, social, economic—and because the Church does not minister to their craving to hear about another life—religion—they seek elsewhere for the satisfaction of their desire."

The question concerning the relation of fundamental theology to "literary, scientific, and philosophical certainties" brought a wide variety of replies. From Mr. Beckwith's summary we quote the following paragraphs, which will interest the general as well as the theological reader:

"Concerning the development of theology, two diametrically opposite tendencies appear. One would go back to the essential principles, irrespective of transient forms, the other would seek a restatement of theology, which is demanded by various considerations. It ought to keep pace with the present-day religious and intellectual revival and the growth of intelligence. As contrasted with the almost exclusive reference to other-world interests and purely theological questions, attention to the present world and its ethical and social values is drawn into the foreground. Nor can theology shut itself away from sharing the general development of the time. Furthermore, there must be freedom for theologizing. Since, too, the meaning of religion changes and it must appeal to men of every new time, theology must likewise be subject to change. Finally, because theology is not based on a closed revelation, and especially because it is vital, it must progress.

"With reference to the relation of theology to literary, scientific, and philosophical certainties, three general positions are suggested. First, these 'certainties' are by no means fixt and permanent, but change with changing intelligence; one should, therefore, not be anxious to square his theology with shifting notions of science; the same is true of literature and philosophy; there are fashions in these which to-day rule and to-morrow are discarded. Secondly, it is maintained that, as was indicated above, theology must be in accord with knowledge or 'certainties' in other spheres. It matters not that these certainties change; theology must change with them. The purpose of intelligence is to unify knowledge, and since theology belongs to the same field of intelligence which is occupied by science and philosophy, it must submit to the same canons of inquiry, the same rules of evidence, and the same logic by which conclusions are drawn which science itself has to observe. Theology may arrogate no special prerogative for itself; it is worthless unless it accords with every actually proved result of historical or other scientific research. Thirdly, because theology is self-sufficient, being self-defined, it is, therefore, independent of other branches of knowledge. It may, indeed, incorporate into its scheme what science has to say of God and his world, but it derives nothing essential from these directions, and must not allow itself to be enslaved by them. Theology has its own sphere; let it be content therein. Accordingly, it is roundly affirmed that theology is unassailable when it keeps within its own domain; yet it will be found in harmony with all the certainties in other fields of knowledge. Or, since theology has a domain which is wholly peculiar to itself, any question of harmony with other domains is idle—the two are absolutely different. On the other hand, however, it is as stoutly asserted that theology which at any point touches the discoveries of science is assailable; let it, therefore, be content with the general spirit of Jesus's teaching without recourse to the Middle Ages on disputed matters."

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Another point emphasized in many of the replies is thus restated by Mr. Beckwith:

"For the first time in its history the Church is confronted by the fact that other agencies which are independent of it, or but loosely connected with it, are entering upon moral and social tasks in which the Church might very well engage, but which, by reason of the non-sectarian and cooperative character of these tasks, no single church is in position to do as well, or even to undertake at all. For the first time, also, the Church is aware of a strange reversal in its position—from being by common consent the exclusive agency for human betterment, it finds itself only one among many agencies, some of which are already outstripping it in usefulness; in very many communities it has to assume an apologetic attitude respecting not only its support, but even its very existence. It would be worse than foolish to ignore this new condition of the Church as creating a problem of grave difficulty. Whether the Church knows it or not, the Church is on trial in the modern world as really as it ever was in the ancient régime. Not until it rediscovers in the new social environment and consciously defines and dedicates itself to its task will it compel the allegiance both of its own members and of the community in which it is placed. Its task may be different or simpler in one community than in another—here religious, there educational, elsewhere social, or all of these in various combinations and degrees. Its only justification for its existence even lies in the words of Jesus, 'I am among you as he that serveth.' All over our land are deserted church buildings which tell their own tragic tale; because they ceased to serve, they ceased to live. And not long will a community care for a church which cares little or nothing for it. Here, without doubt, lies a secret and powerful cause of indifference to the Church; that this is recognized as such is a tribute to the honest judgment of men. 'We love him because he first loved us,' is no less true with reference to the Church than to God. With a creed or without it—be it the Thirty-nine Articles of the Church of England, the Westminster Confession, or Lincoln's platform—the church which serves the community and the world will never lack for supporters. Never will the Church resume its place of leadership and supremacy in social redemptive action until more than any other agency it serves the highest and most permanent needs of men."

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HE BUILDS CHARACTER BY STORY-TELLING.

Frederick J. Gould, who founded the Moral Education League of Great Britain.

"Some of the chief battles of theology," Mr. Beckwith goes on to say, "have been in defense of its sacrosanct claims," and in these battles "the theologians have been worsted." And it is with the following words that he concludes his summary of *The Homiletic's* symposium:

"One would suppose that theology, taught by sad experience, might at length learn at least to make her peace with all other knowledge, if not to go out in search of such knowledge, and, wherever found, welcome it. A new day has, however, dawned, with religion conceived of as a universal human experience, with revelation regarded as coextensive with the consciousness of values, with theology emphasizing a special aspect of reality which at the same time involves all our knowledge of reality.

"Theology may be defined as the science of God or the science of faith, but in either case alike it discusses the same subjects and is enriched by the entire wealth of human intellectual achievement. A fundamental theology of our time must have a well-beaten path between it and literary and scientific and philosophical certainties; it must draw its material from all sources—the Scriptures, history, experience, psychology, ethics, metaphysics, scientific conclusions, indeed, wherever any values appear; and it must be influenced by these and change as these change. At least one cause of the present indifference to the Church will be removed when the Church acknowledges that its theology is simply the human interpretation of God and his purpose for the world, an interpretation always fallible, incomplete, progressing, which aims to be at one with all intelligence in other spheres of certainty."

TRAINING THE YOUNG WITH STORIES

THE MAGIC POTENCY of a tale to hold the attention and persuade the mind is being turned to novel use by Frederick J. Gould, founder of the Moral Education League of Great Britain, who tells stories for the purpose of giving moral instruction to children, and yet, as he is reported to have said in an interview, never points to the moral of the tale. His first experiment, according to the New York *Evening Sun*, was made with a Sunday-school class, and it has led eventually to his appearance before more than 20,000 teachers and parents to show them just how he does it. Mr. Gould is now in the United States, we read, under the auspices of the University of Wisconsin and the International Child Welfare League, and has "visited thirty cities, five universities, and given 230 'lessons' to different groups of grade school pupils." This "white-haired English schoolmaster," as he is described, has told stories and demonstrated his method not only in Europe and America, but also in India, and his interviewer says that altho the charm of his personality is felt, "it would be difficult to find an individual more simple or more selfless than this man," whose main effort seems to be "to eliminate everything but the revelation of the moral truth he is endeavoring to convey." Mr. Gould outlines his system in this formula:

"*Concrete story-telling; but not for mere entertainment. Stories used as PARABLES to convey a moral truth.*

"*No moralizing, for formal deduction of a moral. No perpetual saying, 'This ought to be done.' But, rather, a REVELATION, by means of history, biography, and legend, of what IS and HAS BEEN DONE finely and nobly.*

"*Positive examples preferred to negative (via crime, error).*

"*TRUE stories preferred to fiction (novels). The judgment needs CONSTRUCTING or EDIFYING; there should be a moral PLOT-INTEREST in life; a following out of connected ideas on subjects of CONDUCT, PERSONAL and CIVIC.*

"*Must be applicable to all citizens in all countries. I have taught Jews, Christians, Agnostics, Hindus, Parsees, Mohammedans, addressing all in the same spirit and manner.*"

As for his methods of preparation:

"I never know what I am going to take up until I see the group of children I am to talk to. Yesterday it was the subject of courage. One of my stories was about a school-teacher who saved the lives of several people by helping them from a burning building at the peril of her own life. It is just as easy to take incidents from life for material in telling the stories as to use fiction, and I always try to keep faith with my hearers by telling them true stories."

To an interviewer from the New York *Evening Post*, Mr. Gould explained that he tells his stories to children "from eleven to fourteen years of age," which he believes to be "the time best suited for the inculcation of moral principles," and he goes on to tell how he came to take up this work:

"I taught in a small country school, where there were girls and boys, and I taught in larger schools, where there were only boys. In both cases the feeling was borne in upon me that in our school system that which is most essential to the making of a good citizen, high ideals of service, self-control, truthfulness, kindness, and like virtues, is ignored, certainly not directly taught. There is Bible instruction, which is required in all the English public schools, but it is as dry as dust, unfeeling in its treatment, and does not do for the children what the school might in inculcating the highest ideals."

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BILLY SUNDAY'S RESULTS

THE CHARGE that Billy Sunday's conversions are largely the effect of emotional ebullition, which does not last, is denied in various quarters by observers who show proof of the permanent good results of the evangelist on the social, industrial, and political life of the cities that have felt his influence. As an instance, we learn from the Rev. Joseph H. Odell, a Scranton pastor writing in *The Outlook*, that "there is no doubt that in Pennsylvania Billy Sunday's preaching has had more to do with the revolt against Penrose and his machine than any other single cause," and the writer adds that Mr. Sunday has awakened "the long-dormant conscience of the old Keystone Commonwealth." Press reports inform us, also, that as a result of the Pittsburg campaign the Cambria Steel Company, "one of the largest steel concerns in the country," has established a religious department in connection with its plant in that city and placed at the head of it a regularly ordained minister, while department stores are holding morning prayer-meetings and organizing Bible classes for their employees. In another Pennsylvania city, a poker club of wealthy men, we are informed, "hit the sawdust trail" for Billy Sunday by abandoning cards for the Bible and forming a class in a disused garage, and, to sum it all up in the words of the Scranton pastor in *The Outlook*, "all the quiescent righteousness of the community grew brave and belligerent against vice, intemperance, gambling, and political dishonesty." He does the same wonderful work wherever he goes, continues the writer, who then tells us of the evangelist's power in politics:

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CARICATURE ATTACKS CONDEMNED

AN IMPORTANT STEP THAT HAS LED MILLIONS IN THE RIGHT DIRECTION AND NONE IN THE WRONG.

Sunday School

BECKER GUNMEN DENIED NEW TRIAL; MUST GO TO CHAIR

Justice Goff Finds Evidence Insufficient to Reopen Big New York Case.

WHITMAN WINS HIS FIGHT

Eyewitnesses for Both Sides Give Conflicting Versions of Rosenthal Murder.

FOUR DOOMED TO DIE TOMORROW

CHURCHES TO AID PATMOUNT HUNT

Danville Pastors Today Will Ask Volunteers to Look "Missing "Dry."

"FAIR AND WARMER" WEATHER FORECAST FOR EASTER SUNDAY

HOLD OPTIONS ON OLD N. W. STATION

May Be Chosen as Site for the Proposed $30,000,000 Prod-

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A NEW DEVELOPMENT OF THE SECULAR NEWSPAPER.

Cartoon urging Sunday-school attendance, drawn by McCutcheon, in the Chicago *Tribune*.

"During the last week of February I went to Pittsburg for the purpose of eliciting interest in the candidacy of J. Benjamin Dimmick for the nomination of United States Senator. Billy Sunday had closed his Pittsburg campaign a few days earlier. My task was easy. A group of practical politicians met Mr. Dimmick at dinner. They were the men who had worked the wards of Allegheny County on behalf of Penrose and the liquor interests for years. Together they were worth many thousands of votes to any candidate; in fact, they were the political balance of power in that county. They knew everything that men could know about the ballot, and some things that no man should know. Solidly, resolutely, and passionately they repudiated Penrose. 'No one can get our indorsement in Allegheny County, even for the office of dog-catcher, who is not antibooze and anti-Penrose,' they asserted. When asked the secret of their crusader-like zeal against the alliance of liquor and politics, they frankly ascribed it to Billy Sunday; they had been born again—no idle phrase with them—in the vast whaleback tabernacle under the preaching of the baseball evangelist."

What business men feel they owe to the evangelist is indicated by the writer when he speaks of the free-will offering of more than $40,000 which was given by Pittsburg, and he says the gift—

"was explained as part gratitude by regenerated individuals, part thank-offering by the relatives of those who 'hit the trail,' and in part a recognition of communal and industrial benefit by those who were broad enough to judge the revivalists by the results produced. By far the largest amount was subscribed by employers of labor, who recognized that the new life adopted by their men meant greater honesty and efficiency and productivity in the business. Profanity decreased in the big plants, sobriety made for a higher and steadier output, the new religious motive generated ambition and self-respect. Industry takes off its hat to Billy Sunday."

More testimony to the lasting effects of the baseball evangelist's campaign is brought out in New York as the question of having him visit the metropolis comes up before the clergy and officers of churches, even tho, as we are informed, he is booked ahead for two whole years. Rev. Dr. Maitland Alexander, pastor of the First Presbyterian Church of Pittsburg, is reported by the press to have said of the action of the famous Cambria Steel Company in organizing a religious department for its officers and employees: "This is the first time in the history of the country, I believe, that such a thing has been done by any large business corporation," and he adds:

"Billy Sunday succeeded in moving the city of Pittsburg from one end to the other, and that, to my mind, was the greatest result of his meetings. It is easy to talk about religion now in Pittsburg. Men especially are thinking of it as never before, and the great majority are no longer in the middle of the road. They are on one side or the other. I never knew a man who could speak to men with such telling effect as Billy Sunday. I covet his ability to make men listen to him. It was necessary in my church, which, when packed, holds 3,200, to hold special meetings for different groups, such as lawyers, doctors, bankers, etc., and they were always crowded. In the big tabernacle, which was built for the campaign, and held more than 20,000, the men from the big steel-shops, after the second week, came in bodies of 1,000 to 3,000, in many cases headed by their leading officers."

Dr. Alexander also states that Billy Sunday's campaign has added 419 members to his church, and that nine Pittsburg department stores "are now holding prayer meetings every morning at 8 o'clock." As showing how well Sunday fights the drink evil, the press report the statement of one of his upholders, who says that in Scranton and Wilkes-Barre

"The saloons have been almost put out of business, and I have been told that many saloons frequented by the miners which formerly took in $25 to $40 a day now hardly take in $5. I confidently believe that within five years Pennsylvania will have local option, if not constitutional prohibition. That is one big thing that Sunday is doing for the community."

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CURRENT POETRY

"IN the High Hills" there is now—and was when the world was young—much poetry. So the title of Mr. Maxwell Struthers Burt's book of verses, just published by Houghton Mifflin Company, excites pleasurable anticipations. Nor are these anticipations disappointed. Mr. Burt has put into words the very spirit of man's great ancient friends, the mountains.

The title poem is too long for quotation—but here are eight magical lines:

The Hill-Valleys

BY MAXWELL STRUTHERS BURT

In the hill-valleys, the cool valleys, valleys that I know,
You can sit all day with flowers at the edge of the snow,
Sit all day with flowers and let your soul possess
The round open quiet and a great gentleness.

In the hill-valleys, the still valleys, valleys that I love,
You can watch the clouds a-sailing in the blue sky above:
Watch the clouds a-sailing, and then come down at night
To your dear love waiting and your own home light.

But Mr. Burt is no scorner of things urban. He is a lover of wild nature, but he knows, too, the "splendor of humanity." In the following poem—which is so musical that it reminds the reader of some of the best work of Mr. Alfred Noyes—he suggests, with admirable delicacy and skill, the mysterious, undefinable, powerful charm of spring.

"Where hansoms flit to left and right
Like huge enamored fireflies,"

is unforgettable, and so is

"dawn, when little swallows pass."

The Flute-Player

BY MAXWELL STRUTHERS BURT

There comes a day when April's in and Spring
walks down the city street,
And barrel organs, everywhere,
Make songs for little children's feet;
And, O, the chestnut-trees are sweet!
The crocus blossoms in the square—
Till suddenly as breath o' pain you catch the flute
notes here and there:
A single note! Another higher!
Up to the gray cathedral spire!
Elusive as a skylark winging:
And the heart of you goes out in singing.

Just a moment and they are still, but all the hours
are gay with light,
The stars creep out in purple skies
And yellow lanterns jewel the night
Where hansoms flit to left and right
Like huge enamored fireflies.
Young voices stir the lilac dusk with murmur,
laughter, fall and rise;
And once again where the shade lies thick,
You hear the flute notes, cool and quick!
A silver call—a demiquaver,
The shyest, happiest, quaintest flavor!

They say that oftentimes in June, when roses
deck the quickset hedge,
A lover and his lass will note
Far off beside the river's edge,
Amidst the purple-irised sedge,
The glimmer of a pied gold coat,
And on their ears a fluting fall as soft as from a
blackbird's throat;
Then he will think her fair as flowers,
May dawn, June rivers, August showers;

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And both young hearts will set a-beating
As on the eve of their first meeting.

And once I saw, when Winter blew the sun behind
a saffron sky,
From out the shadow of a thorn
The twinkle of a watching eye—
Outrageous humorous and sly—
Above a gold coat gay and torn;
And heard within, without, beyond—a pipe, a
bird, a flute, a horn;
A singing underneath the snow—
How could I tell, my heart beat so?
But that was when from oversea
My dear love had come home to me.

Once, long ago, the story runs, a rich man tried to
catch the fellow;
He set a feast out on the grass,
And piled the cloth with sovereigns yellow,
And wine of vintage extra mellow,
But no one ever came, alas!
So evening fell and moth-winged night, and dawn,
when little swallows pass:
There grew a knocking at his gate,
"Be quick! Your brother dieth straight!"
And this is strange but past refuting,
Beside the dead he heard the fluting!

Ah, none can ever capture him, nor over here, nor
over there,
He comes when only so he wills,
And answers never a single prayer
Of beggarman or rajah's heir.
Till one fine day his music thrills,
When least expected, over the hills:
"Over the hills and far away!
We'll find the dawn," the flute notes say;
But, ah, should one set out to follow,
They die in the echoes down the hollow.

It is unfortunate that *The Yale Review* is so expensive. The essays and poems which it contains deserve a larger audience than that composed of people ready to pay seventy-five cents for a single copy of a magazine. The April issue contains some verse that is notably good. Here, for example, is one of the oldest of themes, made freshly beautiful by the talent of a true poet.

The Exile

BY WALTER PEIRCE

I watch the steady march of stars
Till day draws near the eastern bars,
And midnight shadows, westward drawn,
Fade before the desert dawn.
The mighty silence is not stirred
By fluttering leaf or waking bird;
The sun looks down, a haggard eye,
A brasier in a burnt-out sky,
On quivering butte and wrinkling plain,
A land that has forgotten rain!

The spring of English turf is sweet
Beneath the tread of tired feet,
And sweet to aching English eyes
The misted gray of English skies,
And soft the drip of autumn rains
On Dorset downs and Devon lanes.

Alas! Three thousand miles and more
Upon the ocean's shifting floor,
Ere flashes on our straining sight
The evening star of Scilly Light,
Or through the morning fog looms red
The towering bastion of Bolt Head!

The screaming hawk wheels up the sky.
Yonder is England, here am I.

The same issue contains "Ash Wednesday—After Hearing a Lecture on the Origins of Religion"—a long and thoughtful poem by Mr. John Erskine. Mr. Erskine's blank verse is dignified and sonorous, but it is doubtful whether

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speculations on the origins of religion are satisfactory materials for poetry. Of course some beautiful poems have been inspired by doubt, but these are exceptions to the rule. The attitude of the great poets is affirmative, poetry is "on the side of the angels." Mr. Erskine's poem opens with a vivid description which we quote.

Ash Wednesday

BY JOHN ERSKINE

Here in the lonely chapel I will wait,
Here will I rest, if any rest may be;
So fair the day is, and the hour so late,
I shall have few to share the blessed calm with me.
Calm and soft light, sweet inarticulate calls!
One shallow dish of eerie golden fire,
By molten chains above the altar swinging,
Draws my eyes up from the shadowed stalls
To the warm chancel-dome;
Craglike the clustered organs loom,
Yet from their thunder-threatening choir
Flows but a ghostly singing—
Half-human voices reaching home
In infinite, tremulous surge and falls.
Light on his stops and keys,
And pallor on the player's face,
Who, listening rapt, with finger-skill to seize
The pattern of a mood's elusive grace,
Captures his spirit in an airy lace
Of fading, fading harmonies.
Oh, let your coolness soothe
My weariness, frail music, where you keep
Tryst with the even-fall;
Where tone by tone you find a pathway smooth
To yonder gleaming cross, or nearer creep
Along the bronzèd wall,
Where shade by shade thro' deeps of brown
Comes the still twilight down. . . . . .

Last month, the sword of General Thomas Francis Meagher was presented to the University of Notre Dame, in Indiana. This institution already possest the sword of General Shields and the flag of the Irish Brigade. From "A Hosting of the Gael," a poem written in honor of the occasion and printed in the Notre Dame *Scholastic*, we quote three spirited and melodious stanzas, supposed to be the utterance of the soldiers who fell at Fredericksburg. They are well worth reading, and may cure some readers of these columns of the habit of pronouncing the General's name "Meagre."

A Hosting of the Gael

BY THE REV. CHARLES L. O'DONNELL, C.S.C.

We are the men that followed, followed after
The sun-bright sword and the sea-bright flag,
With a faith in our hearts that rose like laughter
Most in the straits where the craven lag;
We are the men no danger daunted,
Following Freedom like a star,
Hot after glory, honor-haunted,
With our flag of green and our sworded Meagher.

We are the men and these our brothers
Who held the heights and threw us back;
Over them, too, these thousand others,
A green flag waved through the war cloud black.
And Fredericksburg is an open story,
It was Irish blood both sides outpoured,
For they, too, followed honor and glory,
A green flag theirs, but not our sword.

And we are come from the peace of slumber,
Nor North, nor South, by division sharp,
But Irish all, of that world-wide number
In all times mighty with sword and harp.
To lift once more, from the dust, our voices,
In one last cheer that may echo far—
Fredericksburg in the grave rejoices,
Now the Flag of Green weds the Sword of Meagher.

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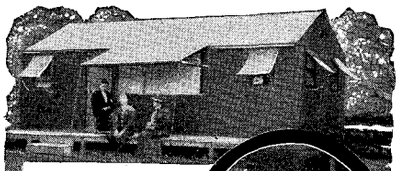

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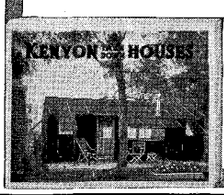

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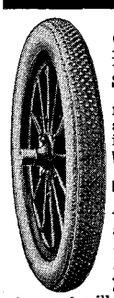

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	Twelve Months Ending December,	
Exported	1911 *Quantities*	1913 *Quantities*
Commercial	.....	1,009
Passenger	15,807	25,880
France	420	921
Germany	115	1,017
Italy	176	314
United Kingdom	4,031	5,152
Other Europe	795	1,846
Canada	4,988	6,051
Mexico	297	227
W. Indies and Bermuda	300	527
South America	1,116	2,713
British Oceania	2,476	3,564
Asia and other Oceania	813	2,367
Other countries	280	2,190
Total	15,807	26,889
Imported		
Automobiles	972	492
France	341	196
Germany	160	81
Italy	131	85
United Kingdom	173	54
Other countries	167	76
INDIA-RUBBER, CRUDE—		
Belgium	5,350,005	6,833,683
France	3,587,518	2,518,121
Germany	6,634,055	6,957,443
Portugal	1,182,049	322,063
United Kingdom	20,969,971	40,391,234
Central American States and British Honduras	1,338,146	835,409
Mexico	1,185,768	1,502,777
Brazil	34,651,356	40,452,250
Other S. America	2,888,315	1,481,425
East Indies	4,761,584	13,504,720
Other countries	302,958	1,081,516
Total	82,851,725	115,880,641

TRUCKS AND BUSSES IN ENGLAND

Coincident with statistics showing steady growth in motor-bus traffic in London are published others that show very slow increase in England in motor-truck traffic, independent of the bus type. Lord Montague, the well-known English authority, who is editor of *The Car*, recently said that the British census shows that only 18,000 commercial vehicles driven by motors are now registered in the United Kingdom; these figures compare with 227,907 pleasure cars and 179,926 motor-cycles. Lord Montague believes, however, that the figures for motor-trucks will soon materially increase. The factories that build motor-trucks "now have more orders than they can fill for some time," and a tendency is growing everywhere in the Kingdom to discard horse-vehicles in favor of motors and to use the railways less for freight and motor-trucks more. Other interesting points brought out by Lord Montague in his statement, which appears in the Manchester *Guardian*, are these:

"There has recently been a great improvement in the surface of the roads, thus lessening in every way the costs of motor-hauling, while the types of all classes of motor-vehicles for commercial purposes have been improved. A company in London is said to convey passengers now at cheaper rates than the local electric tramways, while nowadays it is found to be as cheap to carry goods or passengers for distances up to 100 miles by road as by rail, or cheaper.

"There is also an important saving in the reduced number of handlings and haulages between the places of origin and destination. For instance:

"Rail transport.—From wholesale warehouse or shop by van and road to the railway station; from the railway station by rail to the station of destination; from the station by van and road to the local retailer; from the local retailer by cart and road to the customer.

"Total: Eight handlings, four haulages.

"Road transport.—From the warehouse by motor-van to retailer; from the local retailer by cart and road to the customer.

"Total: Four handlings, two haulages.

"Cotton can now be taken in lorries from the docks in Manchester directly to the spinning-mills, thence to the weaving-mills, thence to the bleaching-, dyeing-, printing-mills, etc., until it goes back eventually to another ship as the finished product, never having once been on the railway. A number of handlings have been saved and much waste of time, thus materially lessening the costs of manufacture. Lord Montague expresses the belief that in a few years' time the tonnage of goods conveyed by motor-vehicles and by road will far exceed that of goods carried by rail."

"While motor-vehicles just about balanced horse-vehicles in number, they caused only 43 per cent. as much congestion in the streets, and, in proportion to numbers in use, motor-buses caused only one-third as much congestion as street-cars.

"The added facility of travel provided by mechanical vehicles has increased the traveling propensity of the Londoner. In 1903 the average number of trips per head was 145, and in 1912 it had grown to 244—an increase of 68 per cent. a head which the streets were called upon to sustain.

"Such figures throw an interesting light on the complicated problem of traffic congestion in all large cities. The situation is worse, of course, in London than in any American city. The Board of Trade report shows that greater London's population of 7¼ millions is confined within an area of 693 square miles—an average of 60 persons to the acre, while the 4¾ million inhabitants of Greater New York average 26 to the acre.

"In the matter of street accidents, the report shows that these have increased in almost precisely the same ratio as the traffic, having almost doubled since 1903. More than 80 per cent. of the accidents occurred at speeds of less than ten miles an hour, and the general conclusion was drawn that there was a sudden and grave rise in danger as soon as traffic was congested, as a result of the 'large volume of mixed traffic moving at speeds varying between wide limits.' In other words, it is the confusion of fast- and slow-moving vehicles in the same arteries that causes most of the accidents. With regard to motor-bus accidents, it is noteworthy that a large number of these are caused by pedestrians walking against the sides of the busses and falling under the rear wheels. In London

(*Continued on page* 996)

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Type your bill. Stop! It is footed—total proved

This latest Remington time-saver ends a needless waste of clerical time

From now on bills and statements will be written-out and footed-up simultaneously.

One operation does it.

The typist inserts a bill head in the Remington Adding and Subtracting Typewriter.

She copies the items.

But look!

Every time the numeral keys are pressed, the figures are both typed and *added*. The bill *automatically* foots—with cold steel accuracy.

If the typist prints a wrong total, an error-signal at once calls a halt.

The footings will be as correct as though proved by a certified accountant.

The bill—neatly typed and complete—is mailed without a moment's time spent on addition, subtraction or total-proving.

* * * *

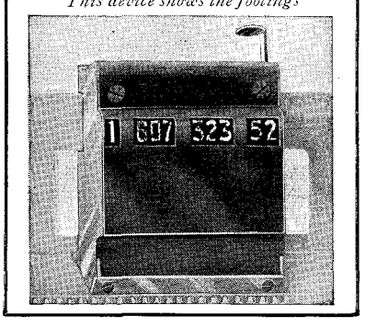
This marks a tremendous advance in billing and accounting.

Hereafter, every moment spent in footing bills will be a sheer waste of clerical time.

This machine does *your* work *your* way.

You can start using it tomorrow—without altering your accounting system in the slightest.

This device shows the footings



The only change it forces is a change from human inaccuracy to mechanical precision—from time-waste to time-saving.

* * * *

The Remington Adding and Subtracting Typewriter is

(1)—always ready as a complete easy-running typewriter, for letter writing.

(2)—always ready as a quick adder and subtracter, for listing.

(3)—always ready for both writing words and adding figures at one operation.

This latest and most remarkable Remington time-saver is now used constantly in thousands of retail stores, banks and business offices—large and small.

The United States Sub-Treasury and the New York City Finance Department use it continuously.

Machines installed five years ago have paid for themselves over and over again, in time saved—*to say nothing of errors caught before they were made.*

* * * *

The Remington Adding and Subtracting Typewriter puts the old methods of footing bills and statements into a past business age.

A booklet, "The New Remington Idea," gives more details. Write for it today. It is much easier to *keep up* with the times than to *catch up*.

* * * *

The Remington Adding and Subtracting Typewriter can be had in any of the Remington Models shown below.

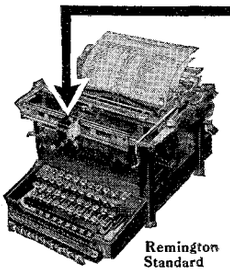
Each is a member of the famous Remington family.

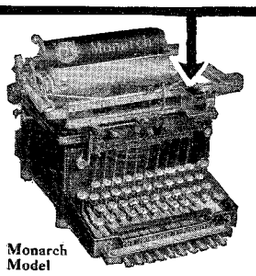
Each is a complete easy-running typewriter, plus the adding and subtracting feature.

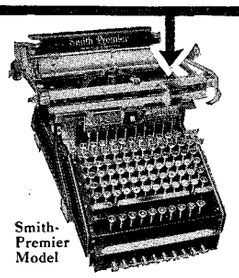
Each is designed and built so as to insure maximum durability.

Each has distinctive features designed to meet individual requirements.

REMINGTON
Adding and Subtracting TYPEWRITER
(WAHL MECHANISM)


Remington Standard


Monarch Model


Smith-Premier Model

Your totals are shown here as fast as the figures are typed

Remington Typewriter Company, Incorporated, New York City (*Branches Everywhere*)

For clear, clean, typewriter results, use Remtico brand letter paper, carbon paper and ribbons. Write our nearest office.

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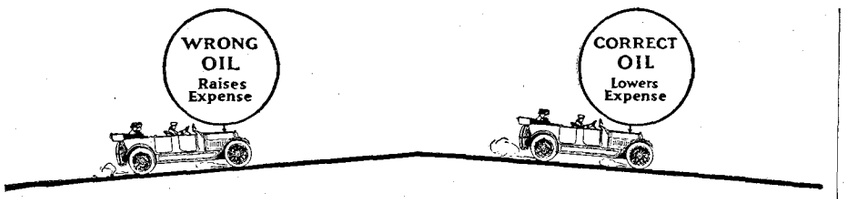

Fuel and Repairs

You can lower these expenses

IN three years' time supplies and repairs occasionally cost as much as the original price of a car.

Careless lubrication is responsible for most of this expense.

A canvass among New York repair shops showed that about one-half of the automobile engine troubles are caused by incorrect lubrication.

There are two things that must always be considered in an oil. One is its quality. The other is its fitness for your motor.

Low-*quality* oil in time may bring practically every trouble a motor can face.

Oil of a *body* which is incorrect for *your* motor brings many penalties—heating and seizing of bearings, worn wrist pins, poor compression, breaking of parts, excess carbon deposits, smoking or overheating of engine and many other troubles.

Aside from repair troubles you must face a plain fact:

The more power you waste the more fuel you must consume.

You cannot get perfect lubrication unless the *quality* is right, and the *body* of your oil suits—

(1) Your type of lubrication system.
(2) Your piston clearance.
(3) Your bearing design and adjustment.
(4) Your bore and stroke.
(5) Your engine speed.
(6) The size and location of valves.
(7) Your cooling system.

Gargoyle Mobiloils are sold *by a Chart* which specifies the correct grade of each car.

They are backed by almost 50 years' experience which has won for us the world-leadership in scientific lubrication.

If you do not at present use the grade of Gargoyle Mobiloils specified for your car, you may feel almost certain that your bills for fuel and repairs are higher than they should be.

Consult the partial Chart printed at the right. Make a note of the grade specified for your car. Then make certain that you get it. If your car is not mentioned send for our complete Chart of Recommendations.

It is safest to buy in original barrels, half-barrels and sealed five and one-gallon cans. See that the red Gargoyle, our mark of manufacture, is on the container.

On request we will mail a pamphlet on the Lubrication of Automobile Engines. It describes in detail the common engine troubles and gives their causes and remedies.

The various grades of Gargoyle Mobiloils, purified to remove free carbon, are: **Gargoyle Mobiloil "A," Gargoyle Mobiloil "B," Gargoyle Mobiloil "E," Gargoyle Mobiloil "Arctic."**

They can be secured from reliable garages, automobile supply houses, hardware stores, and others who supply lubricants.

For information, kindly address any inquiry to our nearest office.

Mobiloils

A grade for each type of motor

Correct Lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example: "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil "A." The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	..	..
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	Arc.	A	Arc.	..	..	..	..
Avery	A	E	A	E	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	..	..	..
" (4 cyl.)	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	E	A	E	A	E	A	E	Arc.	Arc.
" Com'l	A	E	A	Arc.	A	Arc.	A	Arc.	..	..
Case	..	..	A	A	A	Arc.	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Chase	B	B	B	B	B	B	B	B	B	B
Cole	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	..	..	..	..
Fiat	A	A	B	A	A	A	B	A	B	A
Flanders	E	E	E	E	Arc.	Arc.	..	..	..	..
" (6 cyl.)	..	..	..	..	..	..	Arc.	Arc.	..	..
Ford	A	Arc.	E	E	E	E	E	E	E	E
Franklin	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
" Com'l	B	A	B	A	A	Arc.	A	Arc.	..	..
G. M. C.	..	..	..	..	Arc.	Arc.	A	Arc.	..	Arc.
Havers 6-44	..	..	A	Arc.	A	Arc.	A	Arc.	A	A
Havers 6-60	..	..	..	..	..	..	..	..	Arc.	Arc.
Haynes	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	..	..
" "32"	..	..	..	..	..	..	A	Arc.	A	Arc.
I. H. C. (air)	..	..	..	..	..	..	B	A	B	A
" (water)	..	..	..	..	..	..	A	A	A	A
International	B	A	B	B	B	A	..	..	..	..
Interstate	A	E	A	Arc.	A	Arc.	A	Arc.	..	..
Jackson (2 cyl.)	A	A	..	..	..	..	..	..	A	A
" (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Jeffery	..	..	..	..	..	..	..	..	A	A
Kelly	..	..	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	A
King	..	..	A	E	A	E	A	E	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	A	A	A	A	A	A	A	A	A	A
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Mack	A	E	A	E	E	E	E	E	A	A
Mack, Jr.	..	..	..	..	..	..	..	..	A	Arc.
Marion	A	E	A	E	A	Arc.	A	Arc.	..	..
Marmon	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	..	..	..	..
" (4 cyl.)	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	..	..	..	..	..	..	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell	Arc.	A	Arc.	A	A	A	A	Arc.	A	Arc.
Moline	A	E	A	Arc.	A	Arc.	A	Arc.	..	..
Moline Knight	..	..	..	..	..	..	..	..	A	A
Moon (4 cyl.)	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Moon (6 cyl.)	..	..	..	..	..	..	..	..	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	A
Oakland	A	E	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oldsmobile	A	E	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Paige Detroit	E	E	A	Arc.	A	E	A	E	A	A
Pathfinder	..	..	..	..	..	..	A	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" Com'l	..	..	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	..	..
Regal	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
S. G. V.	..	..	B	Arc.	B	Arc.	B	Arc.	A	Arc.
Selden	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" "Mead"	..	..	..	..	..	..	A	Arc.	B	A
Stearns	Arc.	Arc.	A	Arc.	A	Arc.	..	..	..	..
" "Knight"	..	..	..	..	A	A	A	A	A	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	Arc.	Arc.	A	A	A	A	A	A	..	..
" " "Knight"	..	..	..	..	A	A	A	A	..	..
Studebaker	E	E	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stutz	..	..	..	..	A	A	A	A	A	A
Velie 4-45	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Velie 9-50	..	..	..	..	..	..	..	..	Arc.	Arc.
Walter	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White (Gas)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

VACUUM OIL CO., Rochester, U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

BRANCHES:

NEW YORK 29 Broadway	CHICAGO Fisher Bldg.	DETROIT Ford Bldg.	BOSTON 49 Federal St.
PHILADELPHIA 4th and Chestnut Sts.	INDIANAPOLIS Indiana Pythian Bldg.	MINNEAPOLIS Plymouth Bldg,	PITTSBURGH Fulton Building

MOTOR-TRUCKS

(*Continued from page* 994)

the bus does not draw up to the curb, but passengers step out into the street to enter and leave the vehicle."

QUOTED PRICES FOR AUTOMOBILE SECURITIES

The stock of many automobile manufacturers is somewhat actively traded in in large cities, and notably in New York, Chicago, and Detroit. Following are the bid and asked prices for March 18 of this year, as collected by a firm of brokers in New York and published in *Automobile Topics:*

	Bid	*Asked*
Ajax-Grieb Rubber, common	200	..
Ajax-Grieb Rubber, preferred	99	102
Aluminum Castings, preferred	98	100
Chalmers Motor, common	..	83
Chalmers Motor, preferred	92	94
Firestone Tire & Rubber, common	284	290
Firestone Tire & Rubber, preferred	108½	110
Garford, preferred	80	90
General Motors, common	73¾	75¾
General Motors, preferred	92½	93
B. F. Goodrich, common	22½	23
B. F. Goodrich, preferred	86	90
Goodyear Tire & Rubber, common	150	160
Goodyear Tire & Rubber, preferred	93½	95
Gray & Davis, preferred	90	97
International Motor, common	..	5
International Motor, preferred	..	15
Kelly-Springfield Tire, common	59	60
Kelly-Springfield Tire, preferred	138	141
Lozier Motor, common	13	16
Lozier Motor, preferred	..	65
Maxwell Motor, common	7½	8
Maxwell Motor, 1st preferred	34½	36
Maxwell Motor, 2d preferred	12¾	13½
Miller Rubber	128	133
Packard Motor, common	101	116
Packard Motor, preferred	95	98
Peerless Motor, common	20	30
Peerless Motor, preferred	..	80
Pope Manufacturing, common	1	3
Pope Manufacturing, preferred	13	16
Portage Rubber, common	..	35
Portage Rubber, preferred	..	90
Reo Motor-Truck	8	8½
Reo Motor-Car	18¾	20
Rubber Goods Mfg., preferred	105	110
Stewart-Warner Speedometer, com.	56	56½
Stewart-Warner Speedometer, pfd.	100	101
Studebaker, common	30	30½
Studebaker, preferred	83	85
Swinehart Tire	69½	70½
U. S. Rubber, common	61½	62
U. S. Rubber, preferred	102¾	103
White, preferred	107	110
Willys-Overland, common	65	68
Willys-Overland, preferred	91	98

BETTER DAYS FOR MOTOR-TRUCK TRADE

The beginning of a "boom" is said by *The Journal of Commerce* to have set in for the motor-truck trade. The improvement is in part attributed to the abandonment of certain sales policies that were formerly in use. The outlook in general is described as "better than ever before." Such makers as some time ago began to sell trucks on a correct basis "are now reaping the benefits of steadily growing demand and profitable conditions." The writer says further:

"Two or three years ago, long-headed men predicted that the 'mushrooms' of the business were bound to be thrown overboard and their sensational selling methods eliminated before the rest could expect to make much headway, and that ultimately there would remain a few substantial companies, making a dependable product, selling it on business principles and at a price which appealed to the hard-headed business man as worth while. When that time should arrive, they said, business men would buy trucks freely and readily at profit-bearing prices, and would learn to use them well enough to make unnecessary much of the absurd 'coddling' that the makers of that time claimed to be necessary.

"Recent conditions lead the conservative

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trade leader to believe that these predictions are coming true. A few of the large companies are making and selling motor-trucks on the same sharp economies and conservative claims as other machinery is sold; their trucks are making good their claims, they have brought maker and user into unity of purpose and responsibility, and the repeat orders—where the profit lies—are coming in with gratifying regularity. Yet, the sensationalism which prevailed a few years ago in selling and advertising methods is no longer in evidence.

"Several of the more conservative companies are doing excellent business at a good profit. Take, for instance, the Pierce-Arrow Company in the gasoline-truck field. It had had only one size truck until within a few months, and now has only two, and sells them at a high price, on stiff terms and only to discriminating customers. According to the claims of the former ideals of the former truck field operators, it should have been unable to make any progress because it would not 'meet the price.'

"The fact remains, however, that the Pierce company has perhaps as many five-ton trucks as any other company in successful and efficient operation and is booking repeat orders rapidly. In this city and immediate vicinity, for instance, according to a list issued not long ago, it has in operation almost 150 trucks in the hands of seventy-five owners. Of these, six owners operate forty in the aggregate, showing the operation of repeat orders.

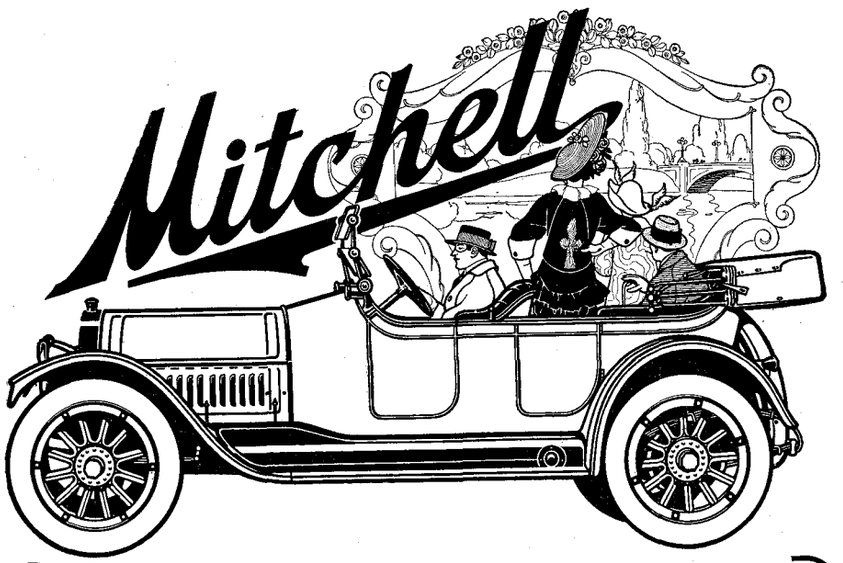
"Then there is the General Vehicle Company, which has been conservatively managed for longer than any of the truck sales companies. It openly advertises that it has more than 4,000 trucks in operation with success and is selling them so fast that its factory is driven to the limit. Its recent development of industrial trucks has opened a new and immensely productive field.

"Then there is the General Motors Company, making both gasoline and electric trucks and recently in the lime-light by its adoption of a sales policy which startled the trade and started business men to thinking of motor-trucks in a new way entirely, with the result that the company has had all it could attend to to fill orders. Its refinement of design, where the company has been able to standardize its trucks to something like 80 per cent., leaving only 20 per cent. to be done in adapting the chassis either to gas or electric power, has been a step forward in meeting the business man's ideas of economy.

"'The unusual severity of the past winter has,' says W. K. Chilcott, 'in my opinion, been one of the largest factors in the big increase over any similar period in the number of motor-trucks that were brought and placed in operation in this country.'

"'Business concerns in many instances simply had to buy motor-trucks in order to get their goods delivered on time, keep their customers satisfied, and meet competition of other concerns in the same line of business. The contrast between horse efficiency and motor-truck efficiency in transportation work was never before so clearly demonstrated as during the recent winter months. Concerns that used horses found their delivery department often crippled, while the users of motor-trucks kept their goods moving on schedule, practically the same as in other months of the year. The best evidence, of course, has been furnished by those concerns that employ both motor-trucks and horses.

"Then there is the Federal Company, which has been working along the lines of guaranteed service and harnessing up all its Eastern stations in a cooperative service chain. This has been a practical evolution which has proved popular with business



Get the Personal Touch!

Sixes or fours—the Mitchell-Lewis Motor Company makes both. *Our idea is to suit the public taste.* We are not trying to cram either down your throat. We want you to try them both, sit in the driver's seat, get "the feel of the car," note carefully the action of the engine, the brakes and the steering apparatus. You can get the pulse of any car by doing the driving yourself. *And you can't get it any other way.*

You ought to know your own car even if you hire a driver. You ought to know it *before you buy it.* That definite process of acquiring information will often save you a lot of money and worlds of trouble. It eliminates all element of risk. *You buy with your eyes open,* and you don't buy through the eyes of somebody else who might happen to be prejudiced. We believe that anything which costs as much as an automobile ought to be bought that way—*and no other way.*

We are asking prospective customers to buy Mitchells that way. We are asking them to drive the car themselves and get what is known as "the feel of the car." It can't be gotten by sitting in the tonneau or even alongside the driver. The only way to reach the pulse of a car is *through the steering wheel.* The matter of detail may be learned afterwards if the car behaves well enough to arouse your interest. We think the Mitchell car whether Six or Four is the buy of the year. Try it yourself and see how close we have come to the truth.

Here is the Equipment for all the Mitchell Models Which is Included in the List Prices:

Electric self-starter and generator—electric lights—electric horn—electric magnetic exploring lamp—mohair top and dust cover—Tungsten valves—Jiffy quick-action side curtains—quick-action two-piece rain vision wind-shield—demountable rims with one extra—speedometer—double extra tire carriers—Bair bow holders—license plate bracket—pump, jack and complete set of first-class tools

Specifications of the Three Great Mitchell Models:

The Mitchell Little Six—fifty horse-power—132-inch wheel base—36 x 4½ inch tires—two or five passenger - **$1,895**

The Mitchell Big Six—sixty horse-power—144-inch wheel base—37 x 5 inch tires—seven passenger - **$2.350**

The Mitchell Four—forty horse-power—four cylinders—120-inch wheel base—36 x 4½ inch tires—two or five passenger - **$1,595**

All Prices F. O. B. Racine

Mitchell-Lewis Motor Co.

Racine, Wis, U.S.A.

Eighty Years of Faithful Service to the American Public

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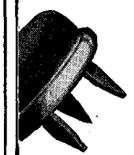
Floor Savers!

Floor-damage, rug-ruin—both avoided by means of Feltoid Casters and Tips.



Won't mar the smoothest surface—double the life of rugs.

FELTOID

Casters and Tips

prevent floor-scars and digs which always result from use of iron, wood or fibre casters.

Feltoids are made of a specially prepared material—strong—resilient—noiseless. *They are absolutely unlike other casters.*

Sold at furniture, hardware and department stores in varied styles and sizes adapted to all furniture needs.

Special Offer: If your dealer cannot supply you, send us 25 cents and we will mail you postpaid two sets of Feltoid Tips for demonstration in your home.

Send for Booklet No. 9

The Burns & Bassick Co.
Dept. C Bridgeport. Conn.

THE Typewriter for personal use is the

CORONA

It's a high-grade *standard* writing machine that can be carried with you on your trips, used at home or in your place of business.

The Corona weighs but 6 lbs. and is the only portable typewriter with these features: visible writing, two color ribbon, front stroke type bar, back spacer, and stencil cutting device.

Send for our FREE booklet, completely describing the Corona

Ask for Brochure No. 29

Standard Typewriter Co., Groton, N. Y.
New York City Office, 1493 Broadway
Agencies in Principal Cities of the World

men, and has given the company an unusually active demand for its product.

"The White Company is doing a rushing business, according to reports from Cleveland. Current sales of motor-trucks reported by the company include twenty-three trucks sold to department and dry-goods stores, giving the White Company a total of over 600 trucks in the service of 150 leading retail establishments.

"All of which would indicate that the companies which have adopted the conservative basis of the business man as their own and sought to meet him on his own ground are finding that the field for motor-trucks is continuous and profitable."

BRAZILIAN RUBBER HARD HIT

That plantation rubber is constantly increasing in popularity at the expense of the wild rubber of Brazil appears from all recent rubber-trade reports. *Automobile Topics* finds ample evidence that the Amazon valley and all Brazil "have passed the heyday of their importance as rubber-producing countries." No longer does the gathering of rubber in South America show any increase. Nor does that country now supply the major part of the world's demand as it once did. It is about four years since plantation rubber was described as "a possibility" only; in the course of many years, it might become able to supply the world's demand; but within the past year it has "jumped to equal importance with the wild product, and during the present year bids fair to outstrip it." Following are some of the statements pertaining to the present conditions:

"In the official reports for the eleven months ended November 30, 1913, the total value of exported rubber from Brazil is given as $46,450,933, as compared with $71,055,824 in the same period of 1912—a loss of almost $25,000,000, or 35 per cent. The export figures for the complete year, as yet, are not available, but preliminary statistics for the month of January, 1914, show that the decline has been continuous up to the present time. The figures for the first month of the present year show a loss of 30 per cent. in weight, and as the crude product is far cheaper at this time than it was in January, 1913, the value of the respective exports will show even a greater loss.

"The market price of crude rubber shows an inclination toward higher levels. The plantation product, which a few months ago ruled around 56 and 57 cents a pound, now sells for 65 cents, with a brisk demand apparent. Para rubber of the best quality is gradually rising in price, and reports from the Amazon valley indicate still higher prices before summer is reached. The shipments from the Amazon valley in January, 1913 and 1914, respectively, were:

(Figures in Pounds)

Exported via—	*To U. S.*	*Europe*	*Total Exports*
Para	2,264,586	1,694,594	3,959,180
Manaos	1,442,345	1,704,766	3,147,111
Itacoatiara	.....	59,370	59,370
Total Jan., 1914	3,706,931	3,458,730	7,165,661
Total Jan., 1913	4,633,208	5,410,252	10,043,460
Decrease	926,277	1,951,522	2,877,799

"A loss of nearly 3,000,000 pounds in a single month naturally must have an influence upon the price of the product, and planters as well as gatherers of the crude wild product anticipate a strong upward trend in the price for all kinds of crude rubber, because of the diminished shipments from South America, which failing supply naturally tends to raise the market price for Brazilian rubber."

A MOTOR-BUS LINE IN THE ANDES

A motor-bus line, put into operation in Bolivia on April 15, climbs to an altitude, above Potosi, of 17,000 feet. The busses, or cars, were made in Cleveland. They have six-cylinder, sixty-horse-power motors, and replace coaches that for many years have been drawn by mules. The road is described as, for ten miles, "skirting the edge of a precipice having a sheer drop of 3,000 feet." In some places it is so steep that passengers "invariably prefer to get out and walk." Serious accidents have occurred on this road. It is not many years since a coach containing ten passengers and drawn by six mules went over the precipice. Needless to say, passengers and mules were all killed. Since then a stone guard-wall has been built along the edge of the precipice. Says a writer in *The Horseless Age*, from which these facts are taken:

"The busses will always be operated at an altitude of 7,000 feet or higher. The city of Potosi, the terminus of the railroad line leading up from the Pacific coast, has an altitude of 14,000 feet. Leaving this city, the busses will begin a climb of five kilometers (a little over three miles) and cross the highest pass of the Andes at 17,000 feet elevation. The average grade from Potosi to the pass is 17 per cent., and there are dozens of sharp turns. From the summit there is a gradual descent for over 100 miles until the city of Sucre, capital of Bolivia, is reached. On this portion of the route it is necessary to cross several river-beds which are dry during a dry season of eight months. During the remaining four months of the year the service is stopt. The return trip consists of a steady pull for over 100 miles.

"Mule-drawn stages make the trip one way in thirty hours, whereas the motor-buses will be operated on a twelve-hour schedule, making a daily trip in each direction.

"Entirely aside from the revenue derived by the operating company for carrying mail, the concern expects to get a big income from passenger traffic. Baggage is to be carried at an extra cost.

"The truck equipment, tho identical from a mechanical standpoint, consists of two classes. Three of the cars have bodies of the express-truck type, with roof, drop curtains, and four adjustable seats, to carry eleven passengers. The fourth is a *de luxe* extra-fare car with three heavily upholstered seats like those of a touring-car and standard automobile tops. The car is intended to carry seven passengers.

"All four busses are built with the White electrical system of starting and lighting. In addition to the usual equipment of lamps, each bus is fitted with an electric swiveling head-lamp mounted on the dash. The tire equipment consists of pneumatics with non-skid treads.

"In order that the busses may be operated and maintained in the most efficient manner, factory-trained men will go to Bolivia. When the Sucre-Potosi line has been established the company will start two other lines, one operating from Cochabamba to Tarata, Totora, and Misque, and the other between La Quiaca and Tarija."

No Brine.—Some misfortunes make the whole world kin. But after a man has sprained his back working hard all day, you can't expect him to shed tears because some other man broke his arm while cranking his car."—*Cincinnati Enquirer.*

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Five Breakfasts Like This | *Five Suppers Like This*

All Ten Are Free This Week

Now again we invite you—as once each year—to breakfast and sup with us. Breakfasts for five of you—suppers for five. And all with our compliments—nothing to pay.

Take this coupon to your grocer—that is all. He will give you for it a package of Puffed Wheat—a full-size, 10-cent package. And we will pay him for it.

Don't hesitate. We make this offer only once a year. And you will serve Puffed Grains hundreds of times when you learn their fascinations.

Just a Revelation

You read of Puffed Grains. But cold type can never picture these delightful foods. The first taste always means a revelation and we want you to have that taste.

'Twill reveal these things to you:

Bubbles of grain, thin-walled and porous, with a taste like toasted nuts.

Airy morsels—dainty, fragile—ready to melt at a touch of the teeth into almond-flavored granules.

Grains puffed by steam explosion to eight times normal size. Made three times as crisp as crackers and four times as porous as bread.

100,000,000 Explosions

Each of those grains of Wheat or Rice contained 100,000,000 food granules. In Prof. Anderson's process these grains are shot from guns. And each of those granules is exploded from within.

Thus the granules are broken for ease of digestion. By no other method is whole grain ever made wholly digestible.

This Coupon Pays

This coupon pays for a package of Puffed Wheat. Go get it. Serve with our compliments.

Serve in the morning with sugar and cream, or mixed with any fruit. For supper serve like crackers floating in bowls of milk.

Use like nut meats in home candy making or as garnish for ice cream. Or heat the grains in butter and let the children eat them dry, like peanuts, when at play.

Then you will realize what Prof. Anderson did for you when he invented Puffed Wheat and Puffed Rice. Simply cut out this coupon, lay it aside and present it when you go to the store.

Puffed Wheat, 10c
Puffed Rice, 15c
Except in Extreme West

The Quaker Oats Company
Sole Makers
(534)

SIGN AND PRESENT TO YOUR GROCER
Good in United States or Canada Only (28)

This Certifies that my grocer this day accepted this coupon as payment in full for a 10-cent package of Puffed Wheat.

To the Grocer

We will remit you 10 cents for this coupon when mailed to us, properly signed by the customer, with your assurance that the stated terms were complied with.

THE QUAKER OATS COMPANY
Chicago

Name.....
Address.....
.....
Dated..... 1914

This coupon not good if presented after June 25, 1914. Grocers must send all redeemed coupons to us by July 1st.

NOTE.—No family is entitled to present more than one coupon. If your grocer should be out of either Puffed Wheat or Puffed Rice, hold the coupon until he gets new stock. As every jobber is well supplied, he can get more stock very quickly.

10-Cent Coupon

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A Thousand Boating Pleasures are Yours with a Caille Portable

You simply can't imagine how much fun and pleasure are embodied in a sturdy little Caille Portable Boat Motor. You have to try it. You have to let it turn your row boat into a little family launch and go spinning over river and lake—to the camp, the fishing and hunting grounds, the summer home, picnics, anywhere and everywhere, without a lick of work—then you'll appreciate the value of a

Caille Portable Boat Motor

It attaches to any row boat by simply turning two thumb screws. It's adjustable to any angle or depth of stern. Develops 2 h.p. Starts with half a turn of the fly wheel. Is steered with a rudder—like a launch, not by the propeller. Rudder is of our folding, stone-dodging type (Pat. applied for). Propeller is protected by a skid. Drives row boats 7 to 9 miles an hour or slow enough to troll. Can be run in salt or fresh water. Weighs but 55 lbs. Furnished with battery ignition or reversible magneto. Send for beautiful catalog giving details.

Sold by Sporting Goods and Hardware Dealers Everywhere

For Larger Boats we build a complete line of marine motors from 2 to 30 h. p.—one to four cylinders—in standard and heavy duty types. If interested, ask for free Marine Motor Blue Book.

8 H.P. Caille Perfection Unit Power Plant $150

The Caille Perfection Motor Co.
World's Largest Builders of Two Cycle Marine Motors
1403 Caille St., Detroit, Mich.

The Standard Dictionary is needed in every American home where education and culture are truly esteemed.

YOU CAN SLEEP after sunrise, on your sleeping porch or camping, if you wear a B. K. B. It fits comfortably over the eyes, will not fall off, and induces as well as prolongs sleep. Sent postpaid for 25 cents.
NIGHT MANUFACTURING CO.
3 Harvard Square, Cambridge, Mass.

Big 1914 Fashion Book of Spring Woolens FREE

Mail a Postal Today for your copy—contains dozens of samples of spring and summer woolens. Tells how we can make an All Wool Made-to-Measure Blue Serge Suit for $15

Don't pay $25 for merely ordinary "Ready-Made" garments. We please you in every respect or you don't pay. We include with your first order a guaranteed $4 Satin Lining FREE and pay all transportation charges. Get our big Book at once, don't buy your suit until you see the values we offer. Send Today, Sure—spend 1c and learn how we can save you money. Do it NOW, this minute. Address
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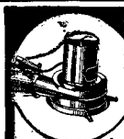
564 W. Monroe St. Desk 144 Chicago

"We Have No Agents"



Suction Cleaner $25

Use this Barnes Electric Suction Cleaner 48 hours—do all your cleaning—rugs, upholstery, mattresses, etc., and if it does all this work to your entire satisfaction send us $25—if not, return the Cleaner—we pay express both ways.

The Cleaner weighs only 7-lbs., is compact, efficient, durable and fully guaranteed. It has been tested by the Good Housekeeping Institute—has their stamp of excellence. The Barnes is fully equipped with hose attachments WITHOUT EXTRA cost—it is ready for all kinds of work. Any place East of Rocky Mountains the price is only $25. Easy payment plan if desired.

Write today for the 48 hour FREE TRIAL.

AGENTS and DEALERS will find the Barnes a mighty good selling proposition. Write for particulars.

THE ADVANCE M'F'G. COMPANY,
644 W. Willard St. Kalamazoo, Mich.

PERSONAL GLIMPSES

A WOMAN ON CAPITAL PUNISHMENT

ON April 12 there were in New York State four men who had been legally adjudged unworthy to exist longer on a planet where many pretty imperfect people are somehow tolerated. And yet, some might say, these four men, on that Sunday night before their execution, were extraordinarily well fitted to begin life again as good citizens and as helpful and useful members of the State. It is true enough that they had been bad; each of them had begun the wrong way, and the warped and illogical views of life that they met with in the underworld had become their views. As "gunmen" they had come to regard life from the worst angle, and to believe deeply and sincerely that the whole world was truly as it seemed to them. Then came catastrophe, and, caught by the machinery of law, they were swept away from their murky world of false illusions to be dragged up to strange and precipitous heights and to new values of right and wrong and life and death. Finally, they hung suspended over the abyss of eternity. We may believe that no cosmic cataclysm could have so stirred them to the depths and uprooted and overturned the natures that the underworld had formed for them as did this gradual and relentless approach to oblivion. Those last few days of life, as reported in the news, found them doing strange things, things that they would never have been capable of doing a few short weeks before. They became strangely softened and humanized; they began to find in themselves tendencies toward decency, and even nobility, that neither they nor any one else ever knew existed. They began to think about other people more than themselves, even people who had never done anything for them. In a word, they seemed to ripen into a finer sort of manhood. But just then, when the State had brought them to this condition, wherein lay possibilities of the finest sort of citizenship, the State threw a switch—and the opportunity was gone. There are strange and stirring elements in that performance; and this was undoubtedly felt by the average reader of the next day's news. Somehow, he did not experience quite as much self-righteousness over this execution as he had anticipated. Something was wrong. What was it? Several people have since tried to explain. One of them is Dr. Katherine B. Davis, who, as a woman, holds a unique position as Commissioner of Correction for New York City. In the New York *Mail* we read:

Dr. Katherine B. Davis, Commissioner of Correction, declared to-day that she was

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against capital punishment and that she did not believe its abolition would increase crime. Hence she did not think the execution of the four gunmen yesterday, attended with the evil of wide publicity, would serve any good public use.

"Persons convicted of murder should be imprisoned, for life if necessary, or released upon parole if their social rehabilitation seems possible," said Commissioner Davis. "But I do not believe in capital punishment.

"Killing human beings as punishment for murder I do not believe has decreased the number of murders. And, on the other hand, so far as I have been able to learn, in States where capital punishment has been abolished, there has been no increase in the percentage of murders.

"An atmosphere of romance is created about the electric chair. Heroes are now being made out of the gunmen. It is read that they 'died game.'

"Weak-minded persons are always potentially criminals, and I believe that these accounts of what happened in the death chamber and in its neighborhood have their certain effect upon persons of weak mentality."

Miss Davis would divide murderers into two classes, one comprising degenerates and defectives, and the other being exclusively those who, actuated by a definite mental impulse, believed that they were acting rightly. She believes that the murderer's impulses should be analyzed just as carefully and accurately as the symptoms of a sick person would be analyzed and diagnosed by a physician. Miss Davis continued:

"Murderers thus incarcerated should be placed under the observation of a board specially created for the purpose, somewhat similar, perhaps, to the board of parole. It might well be termed the board of rehabilitation.

"This board could have the determination as to whether or not the subject of observation could safely be returned to society, or kept in confinement as a hopeless criminal degenerate."

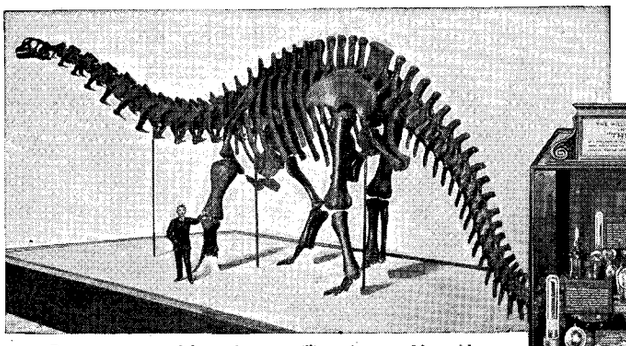
Miss Davis cited the case of a young Sicilian woman who was arrested for murder in this country after her husband had been shot and killed in a feud which had begun in the old country. The girl believed it her duty to avenge the killing.

"The girl located the murderer and shot him," said Dr. Davis. "She believed it was her duty. That was her moral standard. It was a plain case of murder, deliberately planned. I talked with the girl and believed that she did not think she had done wrong.

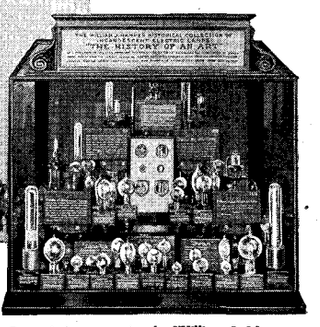
"I had her convicted of manslaughter and sent to the Bedford Reformatory. She was a worthy subject and I had her paroled at the end of two years. She later married her dead husband's brother and is now a useful member of society. That was better than to kill her, or lock her up for life."

On the other side, however, are those who, tho they may not yet have done anything very bad, still bear all the indications

(*Continued on page* 1003)



Brontosaurus roamed the earth seven million years ago. He could not adapt himself to changed conditions. Nature scrapped him.



One of the cases in the William J Hammer Historical Collection in New York, which exhibits the hundreds of lamps which were scrapped before MAZDA Service gave us the MAZDA lamp of today.

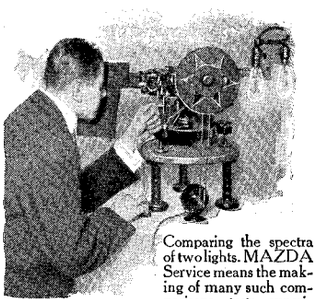
Evolution and the Scrap Heap

Talks about MAZDA No. 4

"Not the name of a thing but the mark of a Service."

ABOUT seven million years ago, more or less, a stupid, slow-moving lizard known to science as *brontosaurus* roamed the earth. He stood thirty feet high on his hind feet and was seventy feet long. He weighed over thirty tons. As he lumbered along, each of his ponderous feet left a track that occupied one square yard. No one knows why he became extinct. Perhaps the earth shrugged her shoulders one day, as it were; in other words, a cataclysm occurred. Dry land became water and oceans became dry land. *Brontosaurus* could not adapt himself to the change. Nature scrapped him.

This process of scrapping is what Darwin meant by "evolution", "natural selection", and the "survival of the fittest". It is a process that finds its counterpart in the scrap heap of human industry. There are mechanical fossils as well as fossil lizards. Look in the scrap heap of any industry and you will find them. The bigger that scrap heap is, the more marked has been the evolution which it represents, the more perfect is the product of the industry. If an industry has no scrap heap it is standing still; it is not evolving.



Comparing the spectra of two lights. MAZDA Service means the making of many such comparisons, tests, experiments and selections in order constantly to evolve better lamps. The aim is that MAZDA shall always be the mark of the furthest advance in incandescent lighting.

Next to agriculture and architecture the oldest of human industries is the art of lighting. Hence the scrap heap of light producers ought to be large. And it is. Think of the hairy, low-browed savage who rubbed two sticks together, built a fire and thus made the first artificial light thousands and thousands of years ago. Then think of the incandescent electric lamp. What an evolution! What a scrap heap has been piled up of beacons, rush lights, candles and oil lamps, each with a little subsidiary scrap heap of its own, representing the evolution of its particular type of light-producer!

When the incandescent electric lamp was invented the height of the scrap heap was more than doubled. In a few years, lamps which represented the illuminating methods of centuries were discarded. And the end is not yet. The height of the scrap heap is growing more rapidly than ever.

All the science of our time is epitomized in the incandescent lamp of today—the MAZDA lamp. If you knew its history you would know the history of modern science. Study its scrap heap and you learn how far the art of lighting has evolved, even in your own time.

At the very bottom of the heap you will find a lamp with a strip of graphite in a poor vacuum. Farther up are hundreds of lamps with platinum filaments; still further up lamps with filaments composed of the oxides of zirconium and titanium, and very near the present top, lamps with filaments of carbon, osmium, silicon compounds and tantalum. Then come many types of the metal filament lamp, including types of tungsten lamps.

All of them are as extinct as *brontosaurus*.

Let it not be supposed that the lamps of today marked MAZDA are the last word in incandescent electric lighting. Some day there will be other lamps, more efficient but still marked MAZDA.

They will be so marked because they evolved from the same unceasing systematic study and selection that gave us the MAZDA of today—a study and selection centered in the Research Laboratories of the General Electric Company at Schenectady and supplemented by learning from the leading experimental lamp laboratories of the world, what progress they have made in the same direction.

The results thus obtained are communicated to the General Electric Company's manufacturing centers at Cleveland and Harrison, and also to the other lamp manufacturing companies entitled to receive them. This scientific investigation and the communication of the results obtained constitute MAZDA Service. All the lamps made by the companies in accordance with this service are marked MAZDA.

A lamp marked MAZDA is always the product of a scientific evolution; whether you buy it today, tomorrow, or at any future time, it is selected from types devised after months and even years of research; it is the one that has survived all tests, because it has been proved the fittest; it is a lamp that represents the latest commercial advance in illumination of its time.

4605 GENERAL ELECTRIC COMPANY

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Jackson Workmanship Compares with that of *Any* Car

"No Hill too Steep No Sand too Deep"

EXPERT, painstaking workmanship builds dependable service and long life into Jackson cars.

Even the finest design and materials of the highest quality are not enough. But when these are combined with the workmanship of men who have been trained for twelve years in Jackson methods, then you get a car of enduring dependability.

There is a standard of perfection for every detail of workmanship that goes into Jackson cars and it's a mighty high standard. It's the standard that keeps eight and nine-year-old Jackson cars in daily use on the road, giving their owners that faithful service that has made the Jackson reputation.

Jackson shops have always been run on ***quality*** production — never on a quantity schedule. Every detail is considered worthy of the best workmanship.

Take the Jackson steering gears, for instance. You can depend on their *safety* for they are made throughout in Jackson shops. The infinitely careful workmanship in assembling and the hair-line accuracy with which every part is finished assures their perfect action and absolute safety. We build into them the utmost strength.

The same degree of painstaking workmanship that distinguishes the Jackson car mechanically, is also exercised in its finish.

Jackson bodies receive nineteen separate and distinct painting operations, all performed by hand, and the result is a lustrous, *lasting* beauty.

Careful workmanship gives Jackson cars their great value. It is more important than *specifications,* but on specifications, too, the three new Jackson models more than hold their own.

Olympic "Forty"

$1385. Four cylinder, long stroke motor, Forty H.P. 115-in. wheel base. Electric cranking, lighting and horn.

Majestic "Big Four"

$1885. Four cylinder, long stroke motor, Forty-five H. P. 124-in. wheel base. Electric cranking, lighting and horn.

Sultanic "Six"

$2150. Six cylinder, long stroke motor, Fifty-five H. P. 132-inch wheel base. Electric cranking, lighting and horn. Seven-passenger, 138-inch wheel base, **$2300.**

Jackson Automobile Company

1318 East Main Street **Jackson, Michigan**

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PERSONAL GLIMPSES

(*Continued from page* 1001)

of weak-mindedness. Miss Davis believes that these should be specially provided for, in such a way as to relieve the State of future danger from their weakness. The following seems conclusive proof of this contention:

The commissioner pointed out that a year before Herman Rosenthal was murdered, "Gyp the Blood" had been up before Judge Hoyt in the Children's Court.

"Judge Hoyt at that time," said Dr. Davis, "openly exprest the opinion that there should be an institution where men of the 'Gyp' type might be placed for life. He openly held that 'Gyp' was a menace to society because he was weak mentally. And his words came true."

In regard to "Gyp the Blood" and his three fellow criminals, Dr. Davis said in conclusion:

"I do not believe that it was wise to kill the four gunmen. I do not know whether they were hopeless criminal degenerates. I never had a chance to find out. They probably were, however, and should have been put in a custodial institution for life.

"But do not mistake me. I am not in favor of relaxation of punishment. Some people say I am too severe. But I am convinced that the time is bound to come, and soon, when we shall do away with capital punishment entirely."

"CY" WARMAN

AS "general assistant" of the Grand Trunk Railroad, and as chronicler of the romance, comedy and tragedy of life in the engine-cab, "Cy" Warman was best known to the reading public. But with his death a few days ago came out the information that he was also the author of "Sweet Marie." This song was immensely popular less than two decades ago, and so long did its popularity last that there are few people now who are not familiar at least with the music. Twenty years ago, remarks the New York *Press*, every one was whistling or singing "Sweet Marie," and it adds:

Considered as poetry, of course, the words of "Sweet Marie" are mere oversweetened sentiment, but they betray, like many other of Warman's verses, his real affection for the pure and the beautiful in life and love. Thousands of Americans will remember how in impressionable youth they themselves have hummed the song's closing lines:

Not the sunlight in your hair, sweet Marie,
Not because your face is fair, love, to see;
But your soul so pure and sweet
Makes my happiness complete,
Makes me falter at your feet, sweet Marie.

Mr. Warman did not make an immediate hit at the start of his career. From the New York *Evening Post* we learn the striking way in which he "caught on":

He went to Denver and became a newspaper reporter. Later he began publishing a railway journal, but it did not prove a success. Meantime he was writing short poems and bits of prose, but there seemed to be no sale for them.

One day when he was feeling unusually downhearted, he wrote:

But there's a consolation
In the thought that when we're dead,
If we have written something good
Our efforts will be read;
And friends will plant forget-me-nots,
And come and sit and sigh,
And irrigate our graves with tears
When we go off and die.

This attracted attention, and his success was continuous after the publication in a New York newspaper of a column of his verse.

He was finally engaged by Charles A. Dana, of the New York *Sun*, to write verse for that paper, and it was in the columns of *The Sun* that "Sweet Marie" first appeared. From this song Warman attained fame and wealth in a few weeks. If this seems phenomenal, it must be remembered that over a million copies of "Sweet Marie" were sold in six months, and that the composer's royalty in those days was ten cents a copy. How Warman turned to railroad life as subject-matter for his later writings is told most interestingly by a reporter of the Brooklyn *Eagle:*

A dozen years ago I met "Cy" Warman for the first time. It was in the office of Arthur P. Smith, then assistant general passenger-agent of the Northern Pacific Railway. It was Mr. Smith who suggested the possibility of writing a good story about "Cy" Warman.

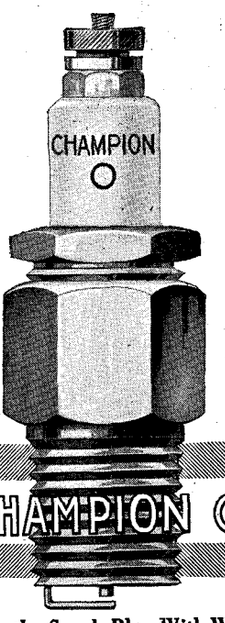
"That fellow who used to shovel coal on the Rio Grande; who used to wear overalls and get his face smirched with coal-dust while he stoked the fires of an old freighter down in Texas, but who hasn't done a lick of work in a decade, and who makes heaps of money just traveling around telling stories."

With some reluctance the inimitable "Cy" consented to tell us personally how he "butted into" literature.

"Several years ago I used to live in Denver," he began, "and during my spare hours, as a respite from the strenuous life of railroading, I used to soothe my soul by transcribing on to paper poetic inspirations gathered from the Lord knows where. I had sent considerable of this stuff to the New York *Sun*, and Mr. Dana, the elder, saw fit to publish some of it now and then, saying many very complimentary things.

"These praises of the veteran editor soon convinced me that I was the greatest poet of the West, and I went to New York with an armful of verse. Just about that time one of the first railroad stories ever published appeared in *McClure's Magazine*, just then starting. I happened to read it, and tho imprest with the polish of its literary expression, I was firmly convinced that it was a deplorable concoction from the viewpoint of practical railroading.

"Now, inasmuch as I was fresh from the railroad shop with the smell of tallow still



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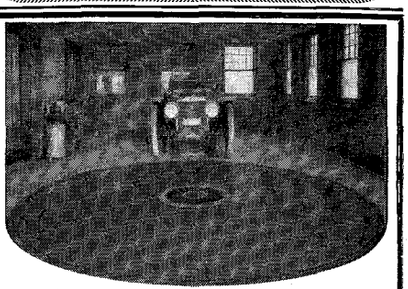

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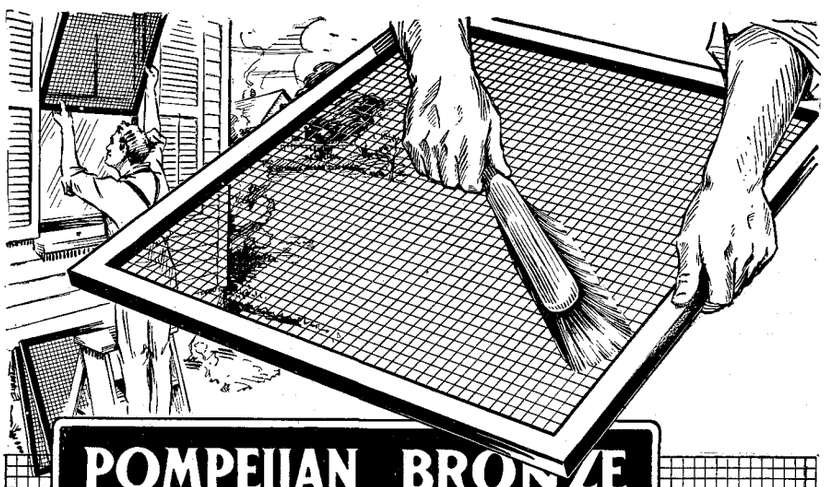

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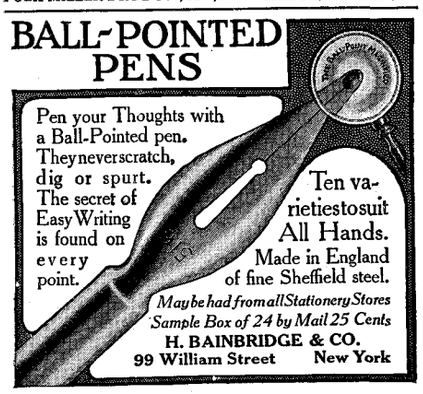

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on my hands, I began to itch to try my luck at a railroad story. I was introduced to Mr. McClure by a literary acquaintance of mine, and said to him that I should like to write a story for his magazine about traveling a thousand miles in a night. I told him that I contemplated riding in an engine from New York to Chicago so as to get the realism of the excitement.

"'You never would last that long in the cab of an engine,' declared Mr. McClure, emphatically; 'the author of our first story was completely fagged out with a two-hours' run up to Albany!'

"'You leave that to me,' I replied. 'Nothing short of a thousand-mile ride goes with me.' He finally agreed to the proposition upon my proposal that if the story was not the best ever he could have it for nothing.

"I first applied to the Pennsylvania system for permission to ride in the cab of one of its engines, but was turned down. I then applied to the New York Central, the road about which the other fellow had written, and after considerable hemming and hawing by the officials, I succeeded in gaining consent.

"Well, sir, I made the trip and dictated the skeleton of the tale immediately after I landed in Chicago. I sent it to McClure, who published it, after considerable delay. It was an immediate hit with the readers of the magazine, and opened up to me the periodicals of England.

"In that same number of the magazine appeared a scientific article by a very learned man. Numerous copies had been sent to scientific men all over the country so that they might pass opinion on the scientific knowledge of the author. Nearly all acknowledged receipt of the periodical, thanking the editor for the free opportunity he afforded them of reading a railroad story that marked a departure in literature.

"Soon afterward I met Julian Ralph, and he congratulated me, saying that I had jumped into a position in literature which it had taken him ten years to attain, and he is a great man. I simply scored on a fluke."

"What about the armful of poetry that you took from Denver to New York with you?" queried Mr. Smith.

"Well, I don't like to say much about that. I was turned down on that proposition, and have been thankful to the publisher ever since. If it had not been for his adverse opinion I might have gone home and continued to dabble in rondeaus or more probably in dirges to the sad lot of a poet dethroned, to no special profit to myself and to no edification to the public.

"One jingle I did write after that, and I shall recite it now:

WE WERE BOTH DECEIVED

A wild juanita, black and tan,
  Rode into Wingate on a mule;
Met a Chicago traveling man,
Who told her as a traveler can
  That she was wildly beautiful.
She smiled, she hoped, she lived—alas!
She looked into a looking-glass.

"You are a poet," my friend said;
  "Your fame has flashed from coast to coast;
Say, you'll be read when Riley's dead
And Field has faded—yes," he said,
  "You're Shakespeare's ghost."
But now I sympathize with her—
This maid—I've seen the publisher.

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GETTING A LINE ON MR. WILSON

AFTER performing the most dazzling and mystifying tricks of sleight-of-hand, which have kept all poised on the edge of their chairs and have succeeded in baffling even that tow-headed boy in the front row (who has a box of "The Parlor Wizard" tricks at home and is somewhat of a conjuror himself); after an hour or two of wizardry, the artist steps forward to the footlights ingratiatingly and announces that he will now give a lesson in legerdemain, such as will allow any member of the audience to understand his methods perfectly. Very slowly and with the most explicit explanation he goes through with a card-trick or two. It seems as tho he could hardly tell any more about that trick or show you any more plainly how it is done. How easy it is! But suppose, when you have returned home, that you try to do it yourself. Immediately you discover that you actually know no more than you did at first, and that all these explanations, while they have seemingly given you a deep insight into the worthy professor's science, have really made you no whit the wiser after all. This, claims Mr. Peter Clark Macfarlane, in *Collier's*, is the discovery now being made in regard to the "frank" talk given to the Press Club by President Wilson a few weeks ago. In a remarkably interesting article, called "The President in Practise," Mr. Macfarlane endeavors to give us a fair and balanced view of the President, showing with equal care what he, at least, regards as the President's faults and virtues. Many, perhaps, will not agree with all of it, but his findings are well worth reading. "Washington has the nearest look at the President," he remarks, and continues:

> Now and then Washington thinks it knows him, and now and then concludes that it does not. To quote my former article: "It is highly important that the American people should not deceive themselves regarding Woodrow Wilson. The man is less transparent than he seems."

This seeming transparency is the beginning of the difficulty. The President in his first impression is a cordial, unaffected, high-bred gentleman, true to the traditions of the very finest American type. We observe that he bears himself simply, and that his family does the same, setting Washington and the nation an example in sensible and sober living that it is exceeding well for both to learn. We observe with satisfaction that he has taught the idle rich of the capital city the lesson of their unimportance so succinctly that all succeeding Administrations must be grateful. But to assume that the man's personality is as simple as his manner is to deceive ourselves. He is not so easily computed.

One Washington correspondent, who has had many years in the national capital and a long perspective of acquaintance with the President, and who believes in him devotedly, confessed to me the other day:

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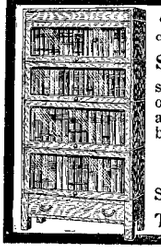

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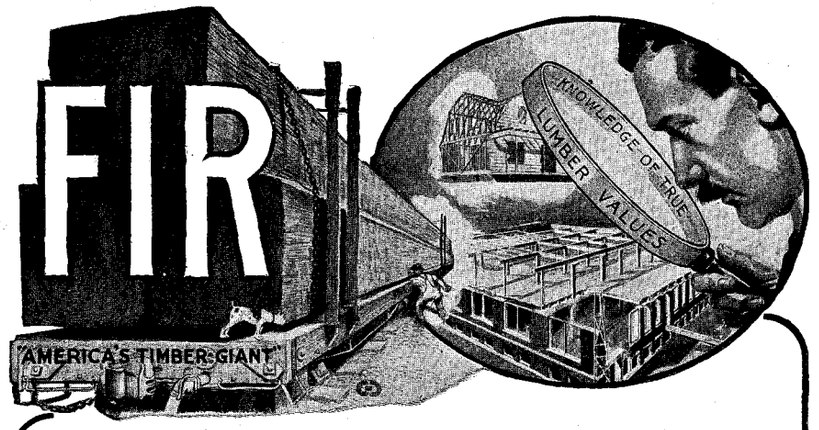

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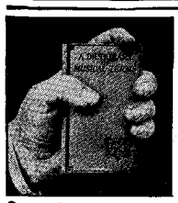

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"I am completely baffled. I do not fathom him at all."

The intimate friends of President Wilson laugh at the idea that he is baffling, but they may spare their cachinnations.

This mystery of his personality grows—grows until it has greatly embarrassed the President himself. Only recently he was trying to help out with an attempt at self-disclosure. The result was interesting but unimportant. He either did not try very hard or did not succeed very well.

He told the Press Club that he had veins, and with blood in them; a breast and with fire in it; and that in other respects he was quite human—all of which would have been quite unnecessary had it not been necessary. Because it was necessary you may set it down that there is some foundation for the popular impression which no confession to a press club can undo.

The simple fact is that the President is not only a many-sided man but a man of contradictory qualities. The Democratic party before has had its Hills and Gormans, its Jacksons, Jeffersons, Tildens, and Clevelands; its machine-builders, its spoilsmen, its dictators, and its lofty patriots; but never before has it seen all these characteristics combined to such superlative degree in a single man. When these talents are rolled into one individual we may look out for differences not easy to be reconciled, and we shall find them aplenty.

Contradictoriness sometimes resembles something less pleasant, and many—especially the little sticklers for consistency—have been greatly troubled by Woodrow Wilson's treatment of the party platform. This trait, and that other significant one of absolute self-assurance, Mr. Macfarlane interprets strikingly. Of the President's attitude toward the Baltimore platform he says:

He has proved himself the greatest absolutist in our history. He has trampled upon precedents. He has broken with tradition. He has revived dead practises. He has instituted a new order. He has wiped out Pennsylvania Avenue. He has made the Capitol a wing of the White House. In him are the seats of power—in him the resolutions of party difference—in him are policies framed and in him is legislation enacted. Congressional committees do a little winnowing, and Congress holds a ratification meeting once in a while—that is their function. Meanwhile the country applauds. Even Congress, up till the tolls trouble, has leapt through the hoops with precision if not with grace. In the earlier article I wrote: "He has the most undaunted faith in the results of his own mental processes. His personal resources have apparently not even been taxed—no man knows whether the bottom of them lies just under his present keel or fathoms deeper"; and in this connection spoke of "the spell of the cocksureness of Woodrow Wilson."

For a year the spell of that cocksureness has been upon the nation, and yet, when he was reading his tolls message, it appeared to depart. At first he seemed to have all his old accomplished ease of bearing. He stept lightly to the reading-desk, affable smiles wrinkling his features as he reached up and shook hands with the Speaker and the Vice-President, then turned to face the front and paused. His hair had grayed

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perceptibly since the first time he had stood there, and deeper shadows were chiseled in his cheeks; but his voice as he began to read, one would have said, was entirely unchanged; there was not a break nor a hesitant word, yet toward the end a strange note entered—a note of pleading that was almost pathos, noticeable particularly as he said: "I ask this of you in support of the foreign policy of the Administration."

"The foreign policy of the Administration!" What a sad thing at this moment to many appears the foreign policy of the Administration!—trembling before Japan—obsequious before England—helpless in front of Mexico! I say appears, for so far it is only appearance—a single ray of sunlight may lift the shadow of doubt and vindicate that policy triumphantly; but for the moment it lies under grave suspicion in many minds.

Yes, I am sure that the cock-sureness was wanting at that moment when the man stood just beneath the Speaker and the Vice-President and talked out over the heads of Senators and Representatives to their masters and his, the people.

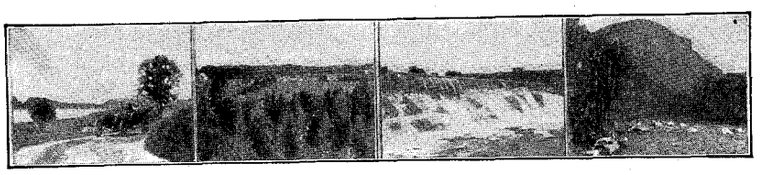
But why should the spell break? Was it because of fear—because of something awesome to his soul in those secrets of the State Department which are guarded so jealously from the ken of Congress? Or was it rather because Woodrow Wilson is peculiarly a people's President, who, as he frankly says, derives all his power from a correct interpretation of the popular wish, and was he not now, for the first time, going into action without his commons at his back?

The mind of the people on the tolls repeal is in part favorable, in part confused, and in part a respectful withholding of judgment. Did the President know it, and was his self-confidence therefore gone? I can not pretend to know, but it seemed that the humility of his language was the humility of his heart, a correspondence, by the way, not always to be observed in his utterances.

His sudden and bewildering changes of policy then come in for treatment in these paragraphs:

In his campaign he was for free tolls for our coastwise ships; in office he urges their repeal. He tells certain ladies that he can not further even slightly the cause of equal suffrage because the platform is silent upon it! Yet within a few weeks backward or forward of that possibly disingenuous utterance he recommends Presidential primaries, upon which the platform is silent; an Alaskan railroad, upon which the document is also silent; and an administrative trade commission, upon which the platform is not only silent, but against which as an article of the Progressive program he inveighed as a candidate with what seem the most bitter and unfair sentences he has ever uttered.

But the President has reversed himself in matters of personal policy as well. He said that the door of the executive office should be always open. It is habitually closed, and the hardest to get open of any President's door in the memory of Washington. He said that pitiless publicity should be the rule. There never was a President who so shrouded his plans in mystery, never an Administration which so



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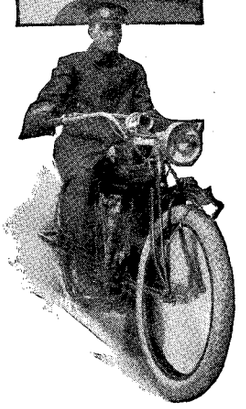

Out into the open! A constantly changing panorama of life and unusual sights. Great driving power under you. Unlimited distances at your command.

You are the master whether throttled down to a walking pace in congested traffic or taking a clearaway road at sixty miles an hour. Comfort is yours—road shocks and vibrations absorbed by the Cradle Spring Frame.

There's a snap and relish to motorcycle riding unlike any other travel. It's a new sport—a fine one—a national one. Today the Indian tribe numbers over 100,000.

1914 Indians have 38 betterments, and full Electric Equipment. A 32-page book illustrated, describes this year's Indians in full—shows all models, describes mechanical perfections in detail and puts you motorcycle wise. To read it is to become a qualified judge of motorcycles. Sent on request.

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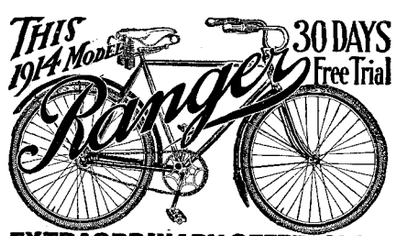
THIS 1914 MODEL Ranger 30 DAYS Free Trial



EXTRAORDINARY OFFER—30 days one month's free trial on this finest of bicycles—the **"Ranger."** We will ship it to you on approval, *freight prepaid*, without a cent deposit in advance. This offer is *absolutely genuine*.

WRITE TODAY for our big catalog showing our full line of bicycles for men and women, boys and girls at *prices never before equaled* for like quality. It is a cyclopedia of bicycles, sundries and useful bicycle information. **It's free.**

TIRES, COASTER-BRAKE rear wheels, inner tubes, lamps, cyclometers, equipment and parts for all bicycles at **half usual prices.** A limited number of second hand bicycles taken in trade will be closed out at once, at **$3 to $8** each.

RIDER AGENTS wanted in each town to ride and exhibit a sample 1914 model **Ranger** furnished by us.

It Costs You Nothing to learn what we offer you and how we can do it. You will be astonished and convinced. **Do not buy** a bicycle, tires or sundries until you get our catalog and new special offers. **Write today.**

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Safe—no dangerous flue or condensation pipes. Water and gas attachments only are necessary. Can be set in any place. Light heater; hot water flows instantly. Saves time, heat and expense. Always ready for all requirements. Used alone or auxiliary to storage tank.

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"M" for artificial or natural gas.....$29
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Give the ink a good trial in your fountain pen.

For desk or traveling use, you want one of those new *filler bottles* of Stafford's Commercial—complete with self-contained filler, handy and compact. Easy to refill from your quart bottle.

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S. S. STAFFORD, Inc.
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STAFFORD'S
A BRIGHT BLUE FLUID WHICH CHANGES IN A FEW HOURS TO AN INTENSE AND PERMANENT BLACK
COMMERCIAL
INK
WRITING FLUID
BEST FOR FOUNTAIN PENS

WRITE 600 WORDS WITH ONE DIP

Why use ordinary pens with the never ending dip—when One Dip Pens make every penholder virtually a fountain pen?

Send 10c for Sample Package

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carefully guarded its workings from the public view. How much he tells his Cabinet members is not of record. How little he tells the Senators of, for instance, the Committee on Foreign Relations is sometimes conspicuously evident.

His policy of secretiveness is really extraordinary, and carried out to an extraordinary degree. Not long ago, says the writer, Senator Shively, of Indiana, chairman of the Senate Committee on Foreign Relations, rose to defend the Mexican policy of the Administration against the attack of Senator Fall. The latter had brought facts in great numbers to bear upon the question; but the Senator from Indiana brought few, and those weak and faltering. It was rumored that he had received no information from headquarters! Not less significant is the fact that none of the President's closest supporters in Washington appear to have been informed definitely upon the present Japanese situation nor what it is that Japan really wants. In brief:

Such furtive secrecy from an Administration which continually proclaims that it has nothing to conceal is in itself a ground for wonder and confusion.

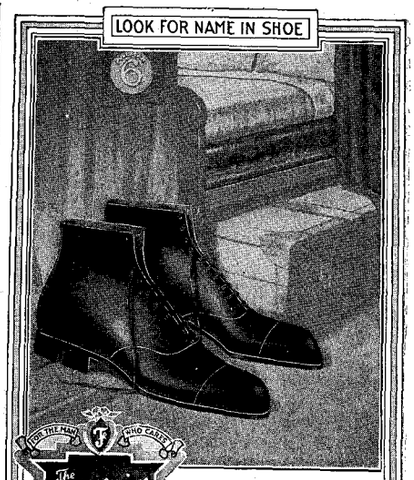
Of course, most of these reversals, big and little, are perfectly explainable on natural if not always on high grounds, but so many changes of front are nevertheless a bit disillusioning. They seem to indicate that, as a campaigner, our President had a certain capacity to woozle, to talk bravely of that whereof he had thought but little nor thought that little long.

The list of "offenses" grows. His partizan spirit, for example, has brought him to the point of absolutely failing to recognize politically the Progressive aid that he has had, and has made his recognition of Republican support seem cool and conventional. As the writer says, "the attitude of the President and his Administration toward the Republican party seems to be tolerant, a sort of sympathy for the sick . . . the sole function which the Progressive party is permitted to serve in the present Congress is that of a spur to prick the side of Democratic intent." The explanation of this is that he has always admired the English system of cabinet government and the rigid party responsibility on which it is based. In this he is, as he has always been, a strong Jeffersonian in the truest sense of the term. We read on:

His whole practise demonstrates that until very recently he has held loyally to the heritage of political ideas that came down to him from his Jeffersonian fathers. The first frame in which he sets an idea for inspection is inevitably a conservative one, and the first remedy for a defect which occurs to him will be an old-time remedy. His progressivism consists in that, when the old-time remedy fails, he will sometimes dare the new.

(*Continued on page* 1016)

LOOK FOR NAME IN SHOE



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The Duke—an "English" Tan Calf Boot. Low flange heel, invisible eyelets, Manchester pattern, stitched toe cap.

TRAVEL in comfort. Ease from the start—no "breaking in." For a journey by rail or the usual day's walking Florsheims comfort your feet. Styles for every need and to suit any taste. Priced at $5 and up to $7.

The Florsheim dealer will show you the season's correct styles.

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FOR THE MAN WHO CARES

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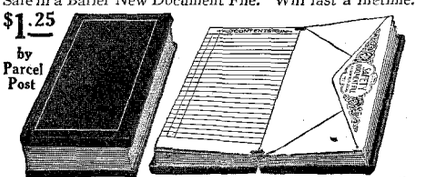

Made of steel, covered with Chase leather, 18 strong manila pockets, 4½ x 10¾ in., with metal eyelets. Cord allows expansion. *Guaranteed Satisfactory or Money Returned.*

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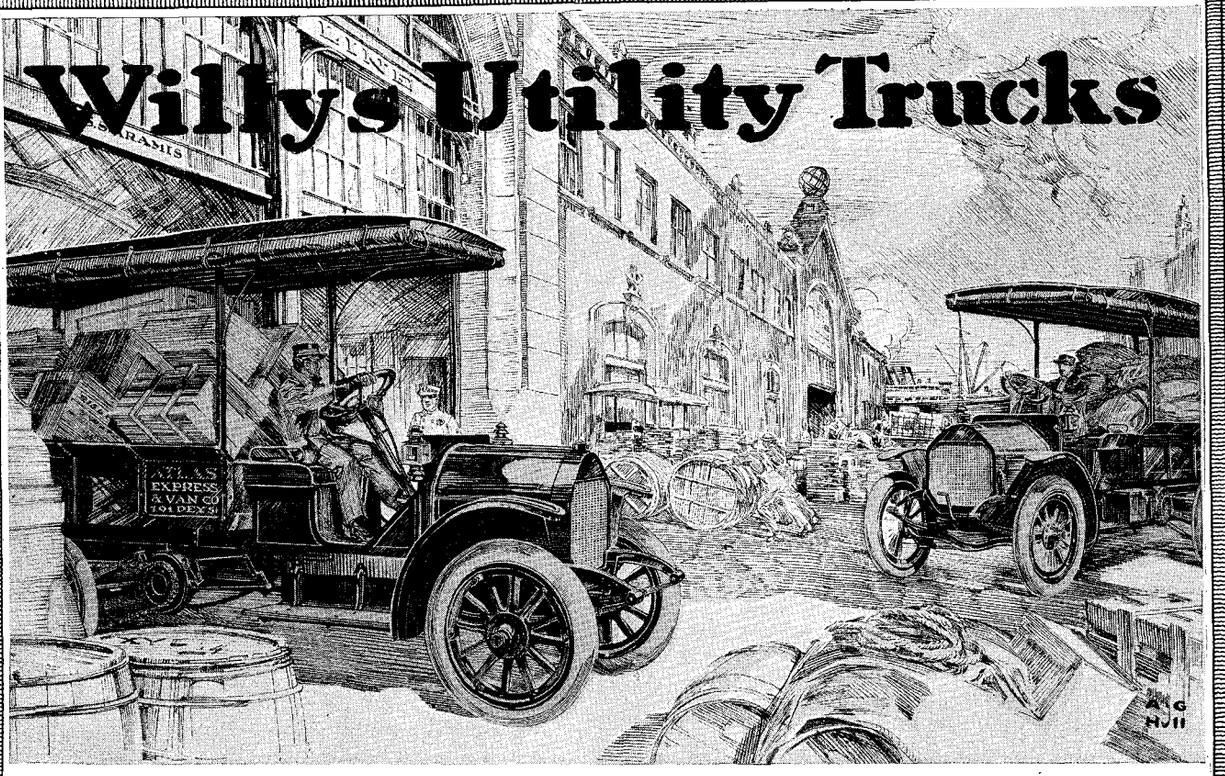
Willys Utility Trucks



Getting More Business

BROADLY speaking the only way you can get more business is to utilize your working time to better advantage.

You *cannot* lengthen your days. But you *can* accomplish more work in the same time by adopting modern methods. Modernize your business, and your bank balance has got to increase in proportion. It never fails.

Willys-Utility Trucks conserve time. If you haul things, *no matter what,* they make it possible for you to do in *15 minutes,* work that heretofore took *60 minutes.* They permit *two men* to do the work of *six.* They make *forty deliveries* where horses make but *fourteen—and often less.* They make it possible for you to reach out for *new* and *undeveloped* business because they give you and yours *the time* and the means to do it with. They create *new* business—*increase* old business and *get* more business.

Willys-Utility Trucks are helping merchants all over the world to develop new business.

They are cutting down expenses and increasing the volume of business.

They can do the same for you.

And we can give you all the bona-fide evidence you want from merchants right in your line of business.

Also remember the Willys-Utility Truck costs 30% less than any other similar truck made.

Our representative will be glad to call and go into all details, plans, specifications, prices, costs, etc. He will call whenever you say. Literature and special body book on request.

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30 horsepower motor
120-inch wheelbase
Loading space 48x96 inches
Front tires 34x4½ inches, pneumatic
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$1350
Three-Quarter Ton
For Chassis and Driver's Seat
Body as shown $150 extra, f. o. b. factory

3-speed transmission
Double chain drive
Capacity, 1500 lbs.
Double expanding and contracting brakes
Complete equipment

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A Seasoned Investment

Netting 6%

First mortgage bonds of $500 and $1000 denominations.

Cash investment in security over four times bond issue.

Original loan reduced 25% by serial payments.

Sinking fund has always exceeded bond requirements.

Old established company.

Capable management.

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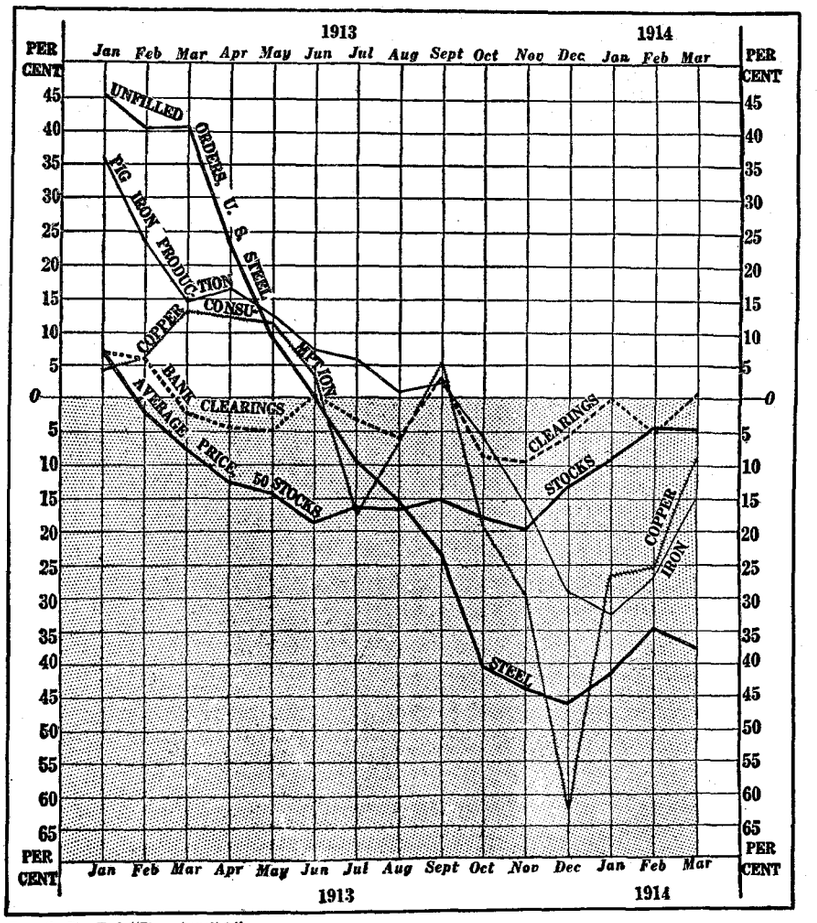
INVESTMENTS AND FINANCE

CHEAPER GRAIN PROMISED BY HEAVIER WHEAT CROPS AND ARGENTINE COMPETITION IN CORN

THE April 1 report as to winter wheat gave promise of the largest crop on record. Unfavorable weather later on may seriously change conditions, and so might a plague of insects, but barring these misfortunes, the crop promises to be the best ever known in the history of the country. Approximately 35,500,000 acres are now under cultivation, an increase of 8.6 per cent. over the acreage of last year. Last year's acreage produced a total of 523,561,000 bushels. On this basis, one of the estimates is that the present year's crop, barring bad weather, blight, and destruction from insects, will reach 600,000,000 bushels. Present fine conditions are ascribed to the favorable weather that followed planting. These conditions are 4 per cent. higher than those of April 1 last year, and 8 per cent. higher than the ten-year average for April 1. Following are figures of conditions in December, April, and May for each year since 1904:

	December	*April*	*May*
1904	86.6	76.5	92.5
1905	82.9	91.6	92.5
1906	94.1	89.1	91.0
1907	94.1	89.9	82.9
1908	91.1	91.3	89.0
1909	85.3	82.2	83.5
1910	95.8	80.8	82.1
1911	82.5	83.3	86.1
1912	86.6	80.6	79.7
1913	93.2	91.6	91.9
Average	89.22	85.69	87.12

It is explained that in this table the conditions for December and April are "based on the acreage sown," while the May conditions are "figured on the acreage that remained in crop on May 1." If conditions on May 1 were based on acreage sown, the ten-year average for May 1 would be 78.92 instead of 87.12.



From the New York "Times Annalist."

CHANGES IN BUSINESS, MONTH BY MONTH, FROM JANUARY, 1913, TO MARCH, 1914

In the above chart, showing the movement of the main factors that govern, or indicate, business conditions, "all except bank clearings," says the New York *Times Annalist*, "show declines." The writer, after explaining that the lines do not show the fluctuations of amounts, but of percentages of decline or increase from the period twelve months before, proceeds to say:

"The upturn of January and February has been checked, and the forward-looking barometrics have turned downward. Consumption and production of copper and iron in March had made a little less of a decline from 1913 than they did before. There was a minute gain in bank clearings. But these are activities determined upon before the month began, and carried out during it. The figures of average prices of stocks and of unfilled orders of the United States Steel Corporation tell the current activities making for business to come. The stock market shrewdly guesses at the future. The steel tonnage marks the orders placed for future manufacture."

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The promise of this huge crop has been widely discust in grain and financial markets. Combined with competition with our corn crop from Argentina, it is made the basis of an opinion in *The Journal of Commerce*, that, unless all present signs fail, we have before us "an era of cheap grain prices in 1914," so that not only men directly interested in the grain trade, "but bankers, railroad men, steamship agents, and all the variety of interests that are interwoven in the agricultural prosperity of the country" are discussing the economic influence of so great a crop. So fine are present promises that to reduce the crop actually harvested to a total below last year's "would require such severe damage as to amount to a calamity that must attract world-wide attention." The writer says as to possible injuries:

"The most to be feared would be drought. But there is an abundance of moisture all over the winter-wheat belt, except in those parts of Kansas and Nebraska that never produce much wheat, anyway. The effect of a drought, if not too prolonged, would be to halt too rank a growth and send the strength to the roots in search of subsoil moisture. Another enemy of wheat is the green bug. The crop-killers have already trotted out this bogy, but such reports have been promptly denied, as the plant is too far advanced. The next is rust, and this is, of course, something that can not be estimated in advance, but the chances are that it would be confined to localities and would not spread over the entire area, for it must be borne in mind that not only is the winter-killing the smallest, but the area sown is the largest. If the good fortune of last year should be duplicated it is possible for the winter-wheat crop, on the present acreage, to run above 650,000,000 bushels, or more than the total wheat crop in the years 1911 and 1910. Hence it is not too much to expect that 600,000,000 bushels will be realized."

The same writer discusses the outlook for spring wheat. Last year this crop amounted to only 239,000,000 bushels. Wet weather interfered with plowing at the start, and then came a drought, the result being this small crop as against the 330,000,000 bushels harvested in 1912. While the present season is a little late as to starting spring wheat, more fall plowing was done "than in twenty years." Moreover, "moisture was ample all over the spring-wheat territory, except in the westerly part of the two Dakotas, and even there a normal rainfall will be sufficient." The hope, therefore, is for a crop which, combined with the winter wheat, "would mean a total production larger than any other country has ever before raised in the world's history, not even excepting Russia." The writer believes it would be a conservative estimate to place the combined crops at 800,000,000 bushels; whereas last year the combined crop was 763,000,000. With good luck, he believes that a crop of 900,000,000 bushels is possible, "even if it does take one's breath away to think of it."

As for corn, the country will have to face serious competition. Owing to the high prices for corn forced by last summer's drought, Argentine corn has been coming into this country "with a rush," being now admitted free. Argentina last year had an unexpectedly large supply available for export; indeed, the exportable crop

How to Invest $5,000 to Net $300 a Year

We suggest the following safe and sound investment for a fund of $5,000 in first mortgage 6% serial bonds:

Amount	Security	Date of Maturity	Yearly Interest
$1,000	New Department Store Property in Pittsburgh, Pa. (Company Rated AAA 1.)	1916	$ 60
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1,000	New Department Store Building in Milwaukee, Wis. (Company Rated AA 1.)	1920	60
1,000	New Downtown Hotel Building, Chicago	1922	60
1,000	New Downtown Office Building, Kansas City, Mo.	1924	60
$5,000			$300

It will be noted that this investment is well diversified as to security and location, and that $1,000 will come due and be paid every other year, 1916 to 1924. If the above bonds are purchased in $500 denominations, the investment will be $2,500, yielding $150 a year. We have on hand a great variety of first mortgage bonds maturing serially each year from two to ten years.

The soundness of the securities we sell is best indicated by the fact that no investor has ever suffered loss of either principal or interest on any security purchased of us since this House was founded, 32 years ago.

Write to us today for information regarding diversified investments, and indicate, if you wish, which of the above types of bonds especially interests you.

Ask for Circular No. 546 E.

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STRAUS BUILDING CHICAGO — ONE WALL STREET NEW YORK

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When you purchase from us a mortgage on **Improved Georgia City or Farm Property**, you take as little chance as is humanly possible. You receive from 6% to 7% and you can be sure of receiving it regularly. Your principal is amply protected. Let us send you our list of **Loans** and some very interesting and reliable literature. Our advertising has appeared in Literary Digest for two years. **Sessions Loan & Trust Co., Dept. A, Marietta, Ga.**

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For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of $200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 77. $25 Certificates of Deposit also for saving investors.
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Bonds Which Are Unsatisfactory

to their owners can in many cases be exchanged for more suitable investments on a basis which will react greatly to the advantage of the investor. The value of trading certain bonds and stocks at certain times is fully explained in a special pamphlet we have just prepared on this subject. The reasons why it is many times beneficial to make a trade are not appreciated or understood by the average investor. Therefore, we invite requests from those unfamiliar with the subject, for our Pamphlet No. EL-85.

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6% DOUBLES YOUR MONEY in twelve years

when the interest is regularly re-invested at the same rate.

YOU ARE ENABLED
by our 6% service to follow this consistent plan in making your investments—and you can have your choice of Municipal, Timber Land and Guaranteed Real Estate Bonds and Individual Farm Mortgages.

YOU ARE INSURED
by our guaranteed service that your principal and interest will be paid promptly when due.

THE SECURITY
of the Farm Mortgage is indestructible. You do not have to rely on a fire-insurance policy to protect you.

Denominations $100, $500, $1000

Even if you are not seeking an immediate investment, you will find our Picture Booklet, "Down South," both instructive and interesting.

Ask for Booklet 113 K.

MORTGAGE SECURITIES CO.
CAPITAL PAID IN $600,000.
P. H. SAUNDERS, PRESIDENT—LEVERING MOORE, ACTIVE VICE PRES
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A Supposition Concerning Bonds That is Frequently False

A popular idea concerning bonds is that the smaller the yield the greater the security—that to be conservative one must be satisfied with very small interest return.

No policy followed blindly could be more detrimental to the safe and profitable distribution of funds.

For the purpose of illustrating the difficult problem of interest return in relation to safety of principal, let us divide bonds into two classes:

1. Good bonds which are well known to the investing public.

2. Equally good bonds which are practically unknown.

Well known bonds are in popular demand. As the demand increases, the prices advance and the interest return is proportionately lessened.

Bonds not so well known may be equally well secured. Through lack of wide immediate demand however they are available on a more attractive interest basis.

The foundation of our investment service is thorough investigation to establish true and permanent worth before purchase.

Frequently we are able to offer to our clients bonds yielding from 5% to 6%, offering security quite equal to more popular (because better known) bonds yielding only 4% to 4½%.

Send for General Circular and Booklet D-14—"Buying Bonds Systematically."

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invested in first mortgages in Oklahoma City improved real estate. We have never had a loss. Interest paid promptly. Value of property three times amount of loan. Write for **free** booklet describing our business and list of loans. We have loans of $150.00 to $10,000.00.

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"turned out to be larger than the original estimate of her entire crop." Since then, however, a new crop has come along, "larger and finer than before," and amounting, it is said, to 350,000,000 bushels, of which 235,000,000 bushels will be available for export. The writer adds:

"At first glance it seems rather incongruous to compare Argentina's crop of 350,000,000 bushels with that of the United States, which has reached 3,000,000,000 bushels; but it must be remembered that most of the domestic corn is consumed within the counties where it is grown, and it is only that furnished by the seven surplus States that is available for ordinary market purposes. In this way the Argentine surplus becomes formidable.

"New crop Argentine corn has already arrived at United States ports. It proves to be of fine quality with a moisture content of only 14 per cent. as against a 16 per cent. normal. In a fortnight it will begin to arrive in New York, and thereafter the influx will be continuous and of increasing volume.

"Cheap corn will naturally produce cheap hogs and cheaper cattle. Pork should therefore be cheaper, and with the direct competition of Argentine beef, the cost-of-living problem may be at least partially solved. The political outcome will rest on whether or not the farmer takes an altruistic view of the situation."

COMMODITY PRICES AGAIN DECLINE

For the fourth time in as many months, commodity prices, according to *Bradstreet's* Index Number, have declined. For April 1, the number stands at $8.7562, which is the lowest since August, 1911. In the main, the decline is ascribed to lower prices for butter and eggs. The number shows a loss of 5.8 per cent. from April 1, 1913, of 3.7 per cent. from that date in 1912, of 4.8 per cent. from April 1, 1910, and of 2.3 per cent. from April 1, 1907. It is 2.6 per cent. above April 1, 1911, 5.2 per cent. higher than at that time in 1909, and 8.5 per cent. above April 1, 1908.

On the month's range six out of thirteen groups "worked lower," five "went off," and two "stood still." Commenting on the figures, the same paper says:

"Commodity prices, considered collectively, continue to tend downward. The descent, as exprest by our index-numbers for the past four months, has been of an orderly character, being gradual rather than precipitate. In fact, some articles have run counter to the tendency indicated by the index-numbers and have shown considerable strength. This fact is quite true of live stock, including sheep and hogs, as well as the edible products thereof. Moreover, many commodities have been and are exhibiting stubborn resistance to anything like recessions. Because of the circumstances cited, declines have come to pass at the monthly rate of a fraction of 1 per cent., and natural conditions rather than tariff laws—that is, speaking in the larger sense—have played the more important part in superinducing whatever ease has developed.

"It is to be observed that it shows the lowest index-number registered for any month since August of 1911, and comparison with April 1, 1913, reveals a decline of 5.8 per cent., while contrast with that date in 1912 furnishes a slump of 3.7 per cent. On the other hand, the present level is 2.6 per cent. above that of April 1, 1911, but it is 4.8 per cent. below the

1st FARM MORTGAGES

6% NET unaffected by unfavorable money conditions or economic disturbances, secured by improved and producing farms in selected and proven sections of the richest farming lands in this country, afford

SAFETY, STABILITY, SIX PER CENT AND SATISFACTION

Our **Record** of forty-three years proves the reliability of this statement. All our loans are made with our own funds, after the most rigid inspection by our own salaried examiner. We guarantee all titles and every statement in reports signed by our examiners.

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enables you to purchase on installments, guaranteed industrial securities that will return an income almost double that earned in the ordinary savings bank. Send for copyrighted descriptive literature.

We offer seasoned industrial securities that are "Pure Gold" issued in $100.00 units by the strong industrial concerns of Youngstown—*the city with a future.* Full information on request.

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To investors we absolutely guarantee for 5 years 5¼% interest and return of principal, with option of increasing return conditionally.

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Fifty-six years' experience in lending on farm lands without the loss of a single dollar means something to persons who want safe investments.

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desiring absolutely safe investments for moderate amounts, at profitable rates, should have their names added to our mailing list. **No Charge.**

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if you own securities: It keeps you posted. Fearless, Frank, Honest. Dime for sample copy. Money returned if not pleased.

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London Office: 33 Lombard St., E. C.

Oct. 1, 1916

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like time in 1910. For the most part 1909 and 1908 were years of relatively easy prices, and the current index is 5.2 per cent. higher than that of April 1 in the year first named, while being 8.5 per cent. above that of April 1, 1908, when the postpanic effects of October, 1907, were strongly in evidence. As compared with April 1, 1907, there is a decrease of 2.3 per cent. In the eleven years preceding the elapsed part of 1914 there have been four occasions on which prices were higher on April 1 than they now are, and seven on which they were lower.

"Breadstuffs descended on cheaper wheat, oats, and barley, in the face of dearer corn and flour. Provisions declined principally because of marked recessions in butter and eggs, to which may be added small declines in coffee, sugar, and beef carcasses. In this group contrary tendencies were exhibited by carcasses of hogs and mutton, as well as by barreled pork, hams, lard, and cheese. Metals receded on weakness in general. Coal and coke fell, in keeping with lower prices for anthracite coal and Connellsville coke. Building material shows a slight loss."

WHEN THE RESERVE BANKS WILL BE OPENED

Definite information is still lacking as to the date on which the new reserve banks will begin business. That they will not do so before July 1 is practically certain, and some delay beyond that time seems likely. This delay, as well as the delay that took place in naming the reserve centers, is ascribed to unavoidable difficulties in meeting the requirements of the Act of Congress. Quite recently the date for naming the personnel of the reserve board was postponed, after it had been expected that the men would be named before the end of April. The Washington correspondent of *The Journal of Commerce* declares the fact to be that "nothing definite has been stated, and perhaps is not even yet clear in the minds of those who have the work in hand." He undertakes to estimate the length of time that will be needed in order to start the system after the board shall have been appointed. Assuming that it was appointed on April 15, he says by way of an estimate:

"If the subscriptions to the stock of the banks were all in hand, as they practically will be very shortly—not the cash, of course, but the promises—it would then be possible for the board to divide up the banks in each district into groups and to order an election of directors. This, indeed, can be done by the organization committee, so that there need be no delay on account of the non-appointment of the Federal reserve board on this score merely. After the banks had been divided up and had made nominations it would be necessary to send back to the different banks lists of the candidates for directorships, and then to await voting, for which fifteen days is allowed. Estimate fifteen additional days for the return of the lists and the counting and announcement of the results, and thirty days is the result. This would mean probably the last week in May before boards of directors could be named. If by that time the Federal reserve board were itself appointed and had made its selections for the Government directors, in each case, the outcome would be that by the latter part of the month of May there would be definitely chosen boards of directors in each district. These boards would then be able to go to work without further postponement.

Mistakes in judgment are easily avoidable

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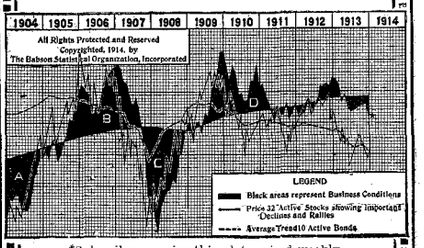
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I enclose $1 and hereby apply for Special Limited Accident Insurance as per advertisement.

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OUT of thirty men who lost their lives in a recent fire in a western city, five or one-sixth of the total number carried accident insurance in **The Travelers,** under which the Company will pay the beneficiaries **forty-eight thousand dollars.** The cost of these five policies was $95.00.

This protection is furnished at an annual expense per thousand of less than **two cents per day** by a company which has been writing accident insurance for over fifty years and has paid accident benefits to over 632,000 policyholders.

If you are not carrying an accident policy, apply for one today in the largest accident insurance company in the world.

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Moral: Insure in The Travelers

The TRAVELERS INSURANCE CO., Hartford, Conn. Lit. Digest G. TEAR OFF

Please send me particulars regarding your accident policies.
My name, address, occupation and date of birth are written below:

"How long would it require for them to get into action? There would be no delay in regard to capital, since it is now intended to get in the capital instalments beginning on May 8—a fact regretted by some, owing to the disposition to defer the payment of capital stock to the last in order to avoid tying up any more bank funds than can be avoided. This consideration may lead to a postponement of the date for paying in capital stock. However that may be, there need be little or no delay in getting the funds to begin with. They will be in hand before the board of directors is ready to start operations. The real question is, how long will such a board require in getting organized? Evidently it can not do any active work until it has a banking house and fixtures and is ready to actually open its doors. While it can get a temporary place for this purpose beyond doubt, it can not get a personnel and equipment instantly, and the lowest estimate placed on the time required for these phases of organization is one month. Many think that a good deal longer than that amount of time will be indispensable. If such should prove to be the case the banks could not really open before July 1, or thereabouts. If the date of active operations were deferred to August 1, it would surprize few or no persons, allowing for the usual delays and difficulties. This would mean that the banks might be ready for crop-moving operations and rediscounts, but only barely so, and such is in all probability the case.

"One matter that has been greatly discust in this connection is the question of simultaneous opening for the banks. If they are to be required to begin business together the postponement will be greater because of the fact that clearing arrangements will have to be perfected and this will take a good deal of time. If they do not open simultaneously, that will signify that the introduction of the clearings will be put off to a much later date, and that in consequence the immediate opening on a small scale simply for rediscounting can be effected a good deal sooner. These are matters on which no absolute decision has been reached and which will probably be referred to the reserve board as soon as organized in order that it may determine what ought to be done.

"That there has been some demand in different parts of the country for the speedy starting of the banks is known. Statements made to the organization committee are understood to favor immediate opening, or as soon as may be, even if the banks have to start in a small way. The whole situation demands such aid, it is asserted, notwithstanding that the banks are in sound position, for their reserves are understood to be narrow. On the whole, therefore, it would be very desirable, according to present official views, if a start could be made without awaiting the development of mere details.

"On the whole, even with the greatest speed, there are few who are willing to forecast an earlier opening of any of the banks than the first of July, and some put the date much later."

SHAREHOLDINGS IN NEW HAVEN

Some notable shifting of shareholdings in the New Haven Railroad took place in 1913. At the beginning of the present year the company had 26,240 holders of its stock, which was a gain of 15.5 per cent. over January 1, 1913. The average holding was 59.9 shares, whereas the average on January 1, 1913, was 69 shares. It is in Massachusetts that the largest amount of stock is still held; in three New England States 58 per cent. of the entire stock is

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owned. Following is a table showing the distribution of the stock among classes of holders:

January 1	1914	1913	1912	1911	*1910
Males	10,712	8,185	8,079	....	5,746
Females	11,034	10,102	9,710	....	7,797
Trusts and guardianships	3,663	3,666	3,584	....	3,018
Ins. cos. and other corporations	831	763	733	....	498
Total	26,240	22,716	22,106	†18,652	17,059

* May 1. †June 1.

Comments on this table and on others obtained from the annual report of the company are made by a writer in *The Wall Street Journal* as follows:

"The large gain in distribution of the shares naturally resulted in a decided narrowing of the average holdings of each stockholder. On January 1, 1914, average holdings in New Haven were 59.9 shares as compared with 69.06 shares on January 1, 1913; 71.32 shares in 1912; 71.67 shares in 1911, and 71.44 shares in 1910. This probably gives the New Haven the right to be considered relatively the most widely distributed stock among the railroads of this country.

"Residents of Massachusetts continue easily the largest holders of New Haven shares, the figures at the beginning of this year being $57,378,200 par value, or 36½ per cent. of the $157,117,900 stock outstanding in the hands of the public. This is 4½ per cent. more than the amount held in New York, which has the next largest portion at $50,264,600. The three New England States of Massachusetts, Connecticut, and Rhode Island hold 58 per cent. of the stock, or $90,535,500, as follows

State	1914 *Shares*	1914 %	1913 %	1912 %	1911 %	*1910 %
Massachusetts	573,782	36½	35	35	..	36
Connecticut	288,624	18½	19	19	..	17
New York	502,646	32	33	34	..	35
Rhode Island	42,949	3	3	3	..	3
Miscellaneous	163,178	10	10	9	..	9
Total	1,571,179	100	100	100	..	100

* May 1.

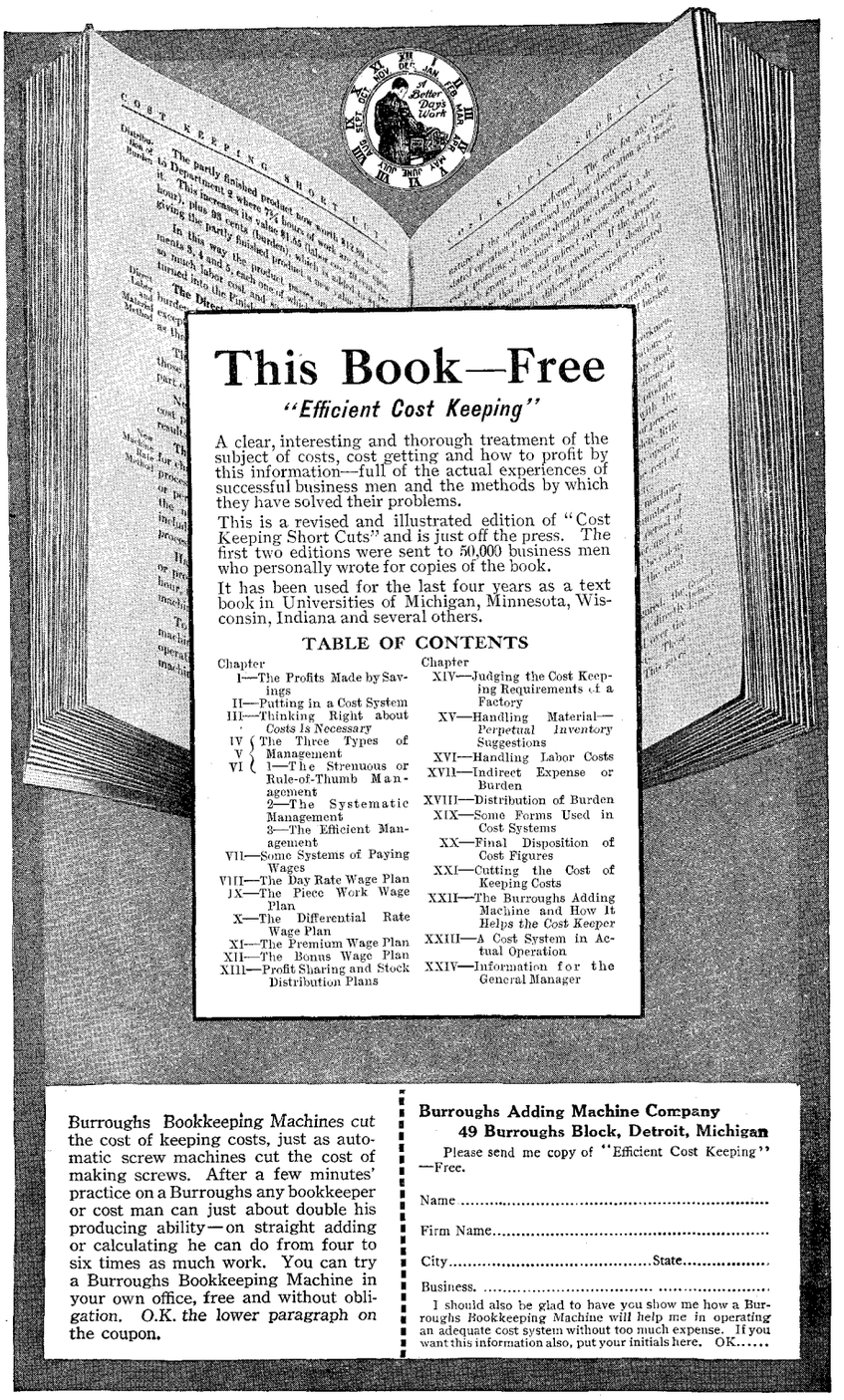
"Judging by the stock ownership, the faith of the New England States in the New Haven has not diminished. Another interesting table prepared by the road gives the number of shareholders of varying blocks of the stock as follows:

	1914	1913	1912	1911	*1910
1 to 10 shs. inc.	11,860	9,314	8,698	....	....
11 to 50 shs. inc.	9,661	9,685	8,626	....	†13,006
51 to 100 shs. inc.	2,405	2,348	2,295	....	1,880
101 to 500 shs. inc.	1,961	1,995	2,101	....	1,942
501 to 1,000 shs. inc.	201	228	216	....	138
1,001 and over	152	146	170	....	93
Total	26,240	23,716	22,106	18,652	17,059

* May 1. † 1 to 50 shares, inclusive.

"It is significant of the distribution of the shares that nearly half of the shareholders hold 10 shares or less, while over 80 per cent. of them have not over 50 shares. Less than 10 per cent. have over 100 shares."

Credit Where Credit Is Due.—(From the Tonkawa, Okla., *News*.) I notice in the columns of a paper that Mr. Carl Capito has notified the people of Tonkawa to not let me have credit, as he would no longer stand good for my debts. I was not aware of his ever being responsible for my debts since we have lived in Tonkawa. He says he has supported me, which he did, this being the way: He bought me a wash-tub and board and gave me half, me paying for the tub and board out of my half. So now, to my friends that I may ask in the future for credit, I will just say I still have the old tub and board.—Mrs. Eva Capito.—*Chicago Daily Tribune*.



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A clear, interesting and thorough treatment of the subject of costs, cost getting and how to profit by this information—full of the actual experiences of successful business men and the methods by which they have solved their problems.

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It has been used for the last four years as a text book in Universities of Michigan, Minnesota, Wisconsin, Indiana and several others.

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The humidor, in either mahogany, mission or golden oak, sells regularly at $3.50. Has absorbent porcelain lid, heavy cedar lining, solid brass hinges, lid support and lock.

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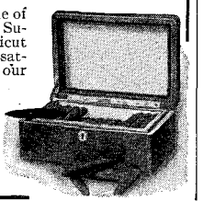

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The thick, tough rubber bars and crosstie of the safety tread, as shown above, *make* a Safety First roadway for the car. They clean and dry the path and *grip* it and make the brake effective.

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Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices	Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices
30x3	$11.70	$12.65	$2.80	34x4½	$33.00	$35.00	$6.15
30x3½	15.75	17.00	3.50	35x4½	34.00	36.05	6.30
32x3½	16.75	18.10	3.70	36x4½	35.00	37.10	6.45
33x4	23.55	25.25	4.75	37x5	41.95	44.45	7.70
34x4	24.35	26.05	4.90	38x5½	54.00	57.30	8.35

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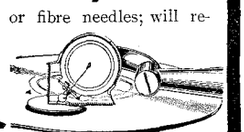

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One thousand dealers now sell it. If yours does not, let us send you one by return mail; money back if not satisfactory. State if for Victor "Exhibitor" or "Concert" Reproducer or Columbia No. 6 or smaller size.

THE MASTERPHONE CORPORATION
187 Broadway Dept. O New York City

PERSONAL GLIMPSES

(*Continued from page* 1008)

This will explain why for years he rejected the initiative and the referendum, why he slapped the minimum wage and assaulted the Federal administrative commission idea, both as embodied in the Progressive platform. To him they were either non-Jeffersonian or non-Republican; therefore they must fight hard to gain a place in his political scheme.

But at last they won that place, because the President is a practical man, able under stress to put aside his preconceptions and sit down as a little child before his facts. He saw the initiative and the referendum do things he could not get done otherwise, and he took them in; then turned about and proved them Jeffersonian or perhaps pre-Jeffersonian, basing them on the Virginia Bill of Rights with as beautiful an argument for their right to a place in the governmental system as any one has made.

That was why he adopted the trade-commission idea which he had scorned so bitterly. He saw it at work in the Interstate Commerce Commission. And he had before him the glaring failures of court-administered law to deal with the trust question as in the Standard Oil and Tobacco cases. Therefore again the hesitating but ultimate adoption of the idea; and therefore, once more, the proof that the President is first a Jeffersonian, and secondly, and only grudgingly, a progressive.

This is further illustrated by the unique fact that the President has never yet taken the recall into his program. To the logical progressive the initiative and referendum are twinned at birth and the recall is a child of the same mother. But Woodrow Wilson has never seen the need for the recall. It has not yet battled its way into his system. Let some day a powerful group of Senators set themselves to block the Wilson will because their six-year term will outlast his own four-year service, and you can look for the President to be suddenly converted to the idea of still another "gun behind the door," and the name of that gun will be the recall.

We are told that the President is not only a strong party man; he is a thorough organization man as well. And yet his position in this regard is not to be misunderstood, either, for he holds firmly to the statement made in his prenomination speech, viz.: "I believe that party success is impossible without organization; but I make this dictinction between organization and the machine—organization is a systematic cooperation of men for a *common* purpose, while the machine is a systematic cooperation of men for a *private* purpose." His position on this point is rigidity itself. He believes with the strength of a fanatic that this organization is to be used constantly and always to serve the people's will. More than that, he believes that he himself, in office, is to be used in the same way. The writer explains:

Once he sees himself as a party leader and a President, he is no longer a man. He is a means. Everything resolves itself into that. His resources are multifarious and carefully card-indexed. He

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is what he wishes to be at the moment. He may be warm or cold, pliant or stubborn. He is an excellent judge of values in personal intercourse, and of what the prize-ring calls "distance." It is useless to say he is warm to one who has never seen anything but the incandescent beam of his mind in action, or the stubborn thrust of a chin when his pugnacity is aroused; and it is equally useless to talk of his coldness to one his soul has ever sunned upon for a single minute. True, that one sunning may go a long way, because effusion and the President are antipodal, yet the experience will remain unforgettable.

Just now the President occupies a peculiar place in the nation's regard. He has stirred their imagination. The question is, then—will this be transitory or permanent? The answer is, we are told, that Woodrow Wilson's ascendency over the imagination of the nation has already begun to pass. "The President is causing his own shadow to recede." The conclusion is as follows:

Each fresh reversal of himself, each over-or-under emphasis of language or tone, each indication that his utterances have been less well considered than they seemed, his thought less ripened than the aptness of the phrasing suggested, will go a little way to undermine the popular faith in his judgment, and lead inevitably to a discounting of values. His voice will sound less and less like the oracles of God. But by the same token it will sound all the more like the oracles of man. In this loss of prestige of one sort there may be gains of another. As the President demonstrates his fallibility he will demonstrate his humanity. As people surrender a little of their awe they may give him more of their affection.

Faith in the honesty of his intent will not pass. The people will give this man a chance. His theories have not worked out quite as expected. He believed the tariff was a drag upon prosperity; he appeared to think that if he cut the guy-ropes the balloon would soar. The thing was done; but prosperity did not soar. Suspicion grows that the knife that cut the ropes may have punctured the balloon. Business waits. Armies of the unemployed, forgotten since the last Democratic Administration, get again into the dispatches. But the country does not become excited. The people wait with much patience and some faith. Wait! Wait! Give this well-meaning man a chance, is the attitude of the nation as a whole. Such an attitude is highly complimentary to the spirit of the country. It is also highly complimentary to the President. No doubt he takes it as such.

But will the President's mastery of his party pass?—no, unhesitatingly, no. As a party leader he will not fail. He has shown too much "stuff." He has stood the test already. He is strong enough for his job—too strong for it, almost. The Democratic party is loyal to its idols. He has saved it from the pit. His leadership will hold. He has won it by the divine right of superior endowment.

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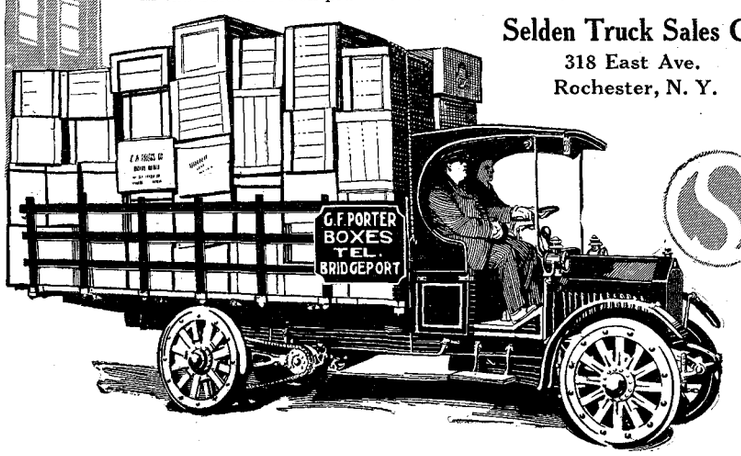

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And the man himself!

It is true that his health might break down and his life go out of him, and by that calamity would fall upon the country, as it is forcibly reminded in the most sententious line Woodrow Wilson ever penned—and that thirty years ago—that the importance of the Vice-President "consists in the fact that he might cease to be Vice-President."

But barring this—and I think we may bar it safely—Woodrow Wilson himself will not fail—his genius is too practical, his patriotism too lofty, his mastery of his party too complete, and his passionate devotion to the popular cause too obvious.

It is his ideas, principles, policies, and party which may fail.

HUNTING TROUBLE IN MEXICO CITY

ATTEMPTING to undermine a Mexican conspiracy would naturally seem to be a good deal like putting one's hand into a revolving electric fan; and yet, as one writer describes an actual effort of this sort in the Springfield *Republican*, it appears only a little more dangerous than mere existence in Mexico now is. One day last summer Mr. Nathaniel Greene Pendleton, Jr., was in Mexico City awaiting anything that might prove entertaining and dangerous; but so far things had been very dull, so much so that he found it hard to fill the pages of his diary. True, Zapata was being crusht and Carranza was still stirring up trouble, but it all seemed distant and remote from the listless highways of Mexico City. However,

Suddenly, as I was in the midst of registering my ideas and sentiments, the door came to with a bang, and my Mexican chum, Jorge, rushed into the room. "Well," he cried, "there will be some fun to-night!"

There was something about his manner and tone which cut short the sarcastic reply I was about to make from mere force of habit occasioned by the long, lonely days of vacation. I had sought excitement in Mexico and had found, instead, listlessness and loneliness. As I sat aimlessly pointing my "Savage" at imaginary bandits, Jorge exclaimed, "Do you want to use that to-night?" with a gesture toward my weapon. He continued an effusive explanation which I sifted down into the following: Pedro Duhart, a casual acquaintance whom I had met one day at the office of D——'s contracting company, was no other than a *jefe de la policia secreta*, on the staff of the Minister of War. He had been commissioned to undermine a conspiracy which was well under way in the city, and had selected Jorge, his brother, and myself to help him in the grand *coup* that very night.

I was all afire in an instant—anything to relieve the monotony. The thrill of adventure had caught my heart. I called insistently for more details, but Jorge refused flatly to say more except that we were to surround the place or house with a picked battalion of General Blanquet's, and the four of us were to force the door and demand a surrender. After I had remarked that doomed men usually put up a good

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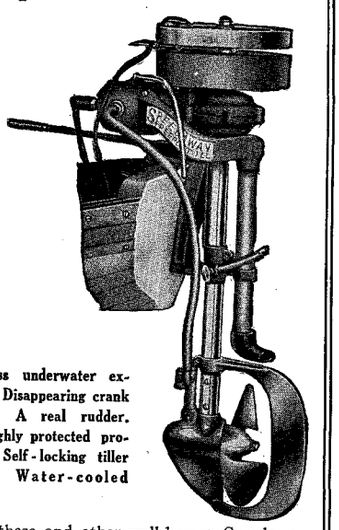

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fight, his countenance suddenly fell, and he remarked: "Well, well, I didn't think of it before, but you are an American, and it's all off as far as you are concerned."

Such a remark, of course, ended all hesitation. American courage had to be vindicated, and plans were made forthwith. They were armed to the incisors; they were to proceed swiftly and silently to meet Duhart, who would give them the number of a mysterious but very efficient automobile which was to figure largely in the night's raid. All this was done. The plot then uncoiled steadily and sibilantly:

The car was in readiness when we arrived, and Duhart ordered the first stop to be the National Palace. As we drew up to the massive, broad, low building, the guards came to attention and we passed into the interior to the private office of the Minister of War. De Zayas and I remained outside while Pedrito, as Jorge was wont to call him, entered the private office of his excellency and held a whispered conversation. In the meanwhile I was given ample opportunity of examining the interior of the structure. It seemed to be built very much upon the plan of a barracks. There was an immense rectangular court about which the offices were distributed in "stoops."

Pedro came out soon and we set off at full speed through La Reforma to his house. There seems to be almost no speed limit for autos in Mexico. We were traveling at least forty miles an hour and other machines passed us with ease. Motor-cycle "cops" are not yet in vogue.

Upon arriving at Pedro's mansion, which consisted of a door in what seemed to be a long stone fence with bills all over it, we entered and mounted a flight of stairs to his apartments. The floors were entirely of stone. As we penetrated the dimly lighted hallway, a huge St. Bernard rushed out to greet his master. Deep growls and angry scowls were our portion of the welcome. The huge beast was shaved like a poodle and altogether presented one of the strangest sights for a canine I ever saw. Pedrito took us into a back room, which put me in mind of an arsenal, and provided Jorge and me with automatic Winchester rifles of large caliber, and he himself took a Mauser combination pistol and rifle, with a detachable stock. He said it could kill at half a mile, with ease.

Returning to our machine under the additional weight of cartridge-belts, we were whisked away toward the Calzada de la Piedad, a long avenue which leads out of town to the suburb of La Piedad. At an appointed spot we picked up two of Duhart's secret-service men and proceeded without delay toward the prospective scene of action.

After a brisk twenty-minute run, we arrived at the public square. The narrow streets were full of men, and typical Mexicans, at that. With large sombreros and high-heeled boots and *fajas* about the waist concealing the traditional *punales*, they presented a sight altogether picturesque and interesting. We soon perceived that there were quite a few cars with occupants of questionable character entering and maneuvering about the large, open square. Suddenly a large limousine, which had been

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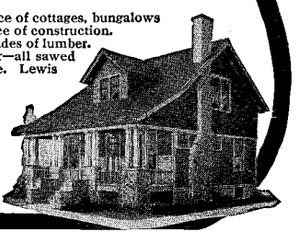

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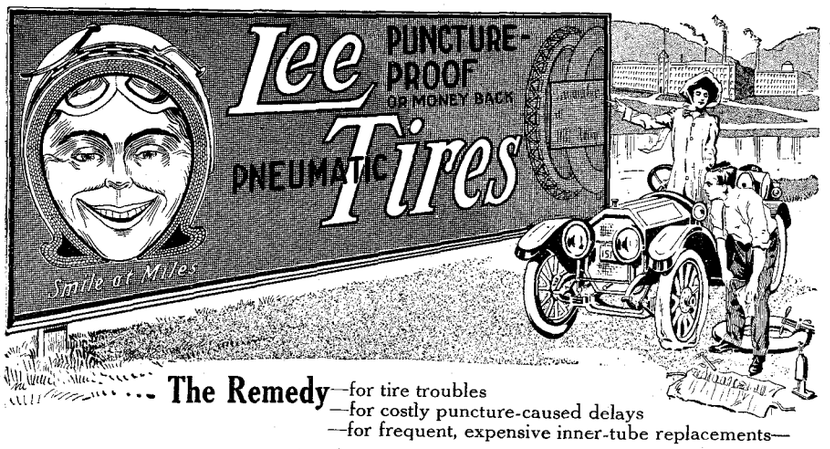

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following us, stopt, and a shadow passed across the glare of the great search-light. They were evidently making signals.

To reply with our lights was impossible, and we waited. The limousine was again started and soon overtook us as we were speeding along the Calzada in the direction of the city. As they passed quite close, we discerned two or three figures in the rear of the car who seemed intent upon learning our identity without betraying their own. Duhart whispered feverishly, "*A ver el numero,*" and we all craned our necks to see the license-tag on the back as she glided by. Lo! in that precious instant the number 69 passed before our eyes.

The interesting thing about number 69 was that it contained persons for whose arrest the Government would cheerfully pay $10,000. The Government had even frankly offered to do so, and consequently Duhart gave chase at once, calculating swiftly, maybe, as the car sped on, just what its purchasing power would be. It was a long chase, but at last the two machines were abreast, and then, says Mr. Pendleton:

Duhart leveled his Mauser at the chauffeur of the conspirator's car and commanded: "*Alto! en nombre del gobierno!*"

Instead of obeying the command, the chauffeur put on more speed and continued his headlong career.

"I'll give him one more chance," cried Pedrito. As we caught a glimpse of crouching men in the car, with the glistening barrel of a revolver held at the neck of the chauffeur, we guessed the rest. Evidently the poor fellow was between two fires and wisely chose to run the risk of the more remote.

As we neared the crossing of Calle Bolivar, a passing street-car cut off our path on the left side of the road, and the fugitive machine sped ahead. Pedro opened fire at the tires and Jorge, with the two policemen, followed his example. I refrained from blazing away for two reasons—first, the streets were so crowded that it would be extremely dangerous to the innocent bystanders; and second, I was sitting in the left-hand rear corner of the car and everybody's head lay right in my line of fire. Incidentally, no one succeeded in hitting a tire, and little did I wonder, for altho Jorge, and especially Pedrito, were excellent marksmen, the tires were like little rabbits as they jumped and skidded from side to side in their flight.

We were speeding up La Reforma now, and the occupants of the front machine were firing from their windows at us, when suddenly an immense *charro* in ancient costume and decorations stept from behind a tree and emptied the chamber of his six-shooter full at us. "*Bribon!*" murmured Pedro, as he ducked; "I'll report the thick-headedness of this fellow to his chief." I deduced that he was one of the men under General Blanquet, who are distributed about the city in citizen's clothes to maintain order.

At this moment we bore down upon the statue of the iron horse, where some thirty mounted police were on duty. I observed that they had been attracted by the firing,

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and some twenty of them, mounted and drawn up in line, had calmly let the first machine pass, altho they had commanded them to halt.

As we approached, they rushed out at us, rifles in hand. As we dodged through the fleet riders, they wheeled and sent a volley of lead whistling over our heads. Duhart curst their stupidity and commanded a sharp turn to the right as our fugitives skidded around the corner of a side street. We were going so fast and the turn was so sharp that it was impossible to make the curve. The huge machine trembled as the brakes were thrown hard. Scarcely had she come to a stop when she shot back in reverse and we sped around the corner.

The fleeing conspirators had gained considerably during this maneuver, and after a few more turns we saw them disappear into a house near the middle of a block. As we rushed up the huge gates, or rather doors, were swung shut, and we heard five or six strong bolts shot into place. Our party all stept out of the machine and lined up at intervals before the house. A volley from the roof or windows was expected at any moment, and we held our rifles in readiness. Pedro was ordering Jorge and myself to go around the block to the back of the house and prevent any escape there.

As we turned to go, the battalion of police turned the corner at full gallop and formed a circle about us. Rifles in hand, we heard some of them shout threateningly, "*Matalos!*" "*Muerte a los bandidos!*" They had evidently taken us for bandits, and until the arrival of their *jefe*, or chief, our very gestures might be misconstrued, and we would be shot in the street at the least show or intimation of resistance.

Suddenly, a tall, thin soldier, drawn saber in hand, abruptly pushed his way into the ring, and demanded an explanation. Duhart explained who he was. After some hesitation the *jefe* was convinced, and murmured all kinds of apologies for his rudeness, etc. Pedro then sent some of the police to the rear of the besieged house, and Jorge and I went around with them, where an entrance was forced without difficulty, and we cautiously entered the place.

The windows were closed as we entered, but the ominous arrangement of the shutters suggested hidden muzzles and chained lightning ready for release from spitting Mausers. We made our way into the large court which is invariably in the plan of Mexican houses, and there beheld the automobile quiet and somewhat riddled.

By this time the assailants in front had procured entrance after the ultimatum of "*Obre en nombre del gobierno*" had obtained its desired effect upon a frightened domestic. A search was conducted for two hours, and the chauffeur was surprized washing dishes, in women's clothes, together with his assistant mechanic, who had occupied the front seat beside him. Not a trace of the occupants of the limousine body was discovered.

Owing to the kindly assistance of the police they had escaped and were not found later. "Pedrito" was compelled to forego the $10,000, and for a time it was dangerous for the writer and his friends to appear unarmed on the street, but at last

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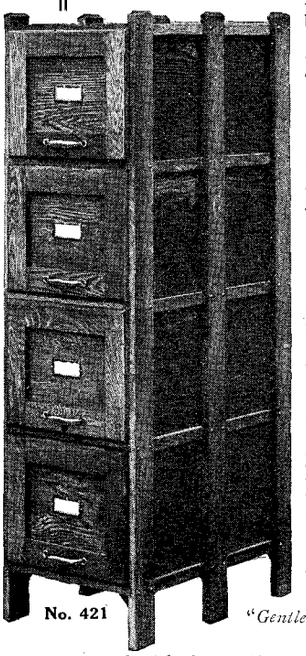

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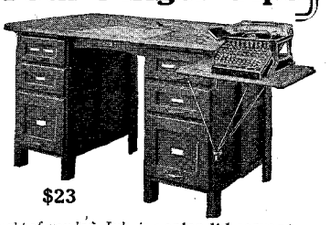

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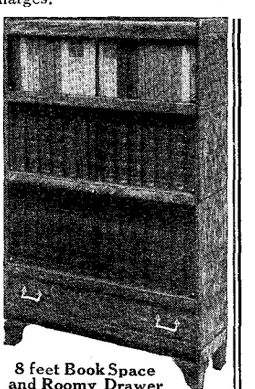

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the matter was dropt on both sides. We read:

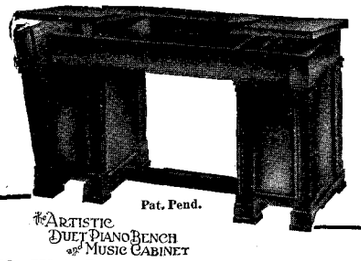
The Government was enabled to break up the conspiracy and surprize the leaders by the clues which were furnished in the statements of the chauffeur and others. Jorge and I never ceased arming ourselves to the teeth when going down-town or out on the streets.

The next day various accounts of the affair appeared in the newspapers, some saying that there had been an assault on General Huerta, and others alleging that it was only American joy-riders on a drunken spree. A few weeks later the Minister of War and Secretary of State were removed from the cabinet. The first act of the new Secretary, De Urrutia, was to arrest Pedro Duhart for illegal disturbance of the peace. Jorge and I remained under cover for a few days until Pedrito was released.

It is murmured that Urrutia has connections with Zapata, the rebel chief. His proposal that peace be arranged with Zapata by making him the governor of Morelos strikes the heart of every loyal Mexican with a pang. When a Government confesses itself so weak and incapable of controlling the people and suppressing bandits that it offers a governorship to a veritable butcher, providing he pledge himself to keep the peace, that Government is radically wrong and rules only in name.

THE FATHER OF THE FILM

THERE is probably no race or nation on the civilized globe that knows enough to point a camera and does not know the words "Kodak" and "film." Yet, until recently there were certainly very few people even in our own country who had ever heard of the Rev. Hannibal Goodwin, the film's inventor—or, as one might call him, the Father of the Kodak. This man, for many years rector of the House of Prayer in Newark, spent nearly all the latter part of his life in research and experiment, developing and perfecting gradually the principles of camera film. Often enough he came from the laboratory direct to his pulpit, with his hands, stained and scarred by chemicals, standing out in an almost ghastly manner against his white surplice. This man lived and died in the most modest circumstances, and was compelled at the last to realize that his rights to the discovery that he had made were doubted and might be disproved. But his widow, aided by her adopted son and daughter, has been continuing the fight, until now the Eastman Kodak Company, a mammoth concern, paying from 40 to 60 per cent. dividends yearly, admits the prior right in the patent of the Goodwins and is to make a substantial settlement. In the New York *Herald* an account is given of the work of the



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clerical inventor. In an interview Mrs. Goodwin said of her husband's work:

"It was Mr. Goodwin's love of children that prompted him to invent the film. He experimented in photography that he might display his pictures before the children of the Sunday-school. He delighted in making pictures along Biblical lines, and these he would show through his stereopticon. The result was that whenever one of these entertainments was arranged by him every child in the parish flocked to the Sunday-school room. He was never happier than when surrounded by these little ones, and his one desire was to train them so, at a glance, they could recognize any and all Biblical characters and subjects. He thought this the simplest and most impressive means of familiarizing them with the Bible, and he was right, for I well remember how letter-perfect the Bible classes of the House of Prayer were at that time."

The foremost figure in the suit over the patent was Mr. Goodwin's adopted son, Frank S. Goodwin, manager of a large mercantile business in Newark. He said:

"Tho we had been eagerly awaiting this verdict, you can realize that it came to us as a shock, if an agreeable one. The chief concern of Miss Goodwin and myself was for our mother—just what effect it would have on her. We were afraid at first the excitement following a disclosure which means so much would prove too great for her strength. Despite her age, she has done remarkably well in the exciting circumstances."

"You doubtless recall the experiments of your father?" the writer inquired.

"Very well. He was so deeply engrossed with his work that we saw little of him at that time. He was always closeted in his studio, but when he permitted himself a few hours of relaxation he would discuss with us the result of his day's work and the prospects for the morrow. He was wrapt up in his work, heart and soul, and while he told us that it might be many years before these labors would bear fruit, yet he always insisted that the time would come when it would mean a great deal to us."

These labors, we learn, brought him into conflict with his parishioners. He worked in his laboratory very often until late in the night, and his unceasing toil soon became a subject of criticism among a certain clique in the congregation. How this criticism finally took more definite form was recounted to the reporter by an aged lady in Newark who has known the Goodwin family long and intimately. As she told it:

"I knew there was dissatisfaction in the church, because I was a member of all the church societies, and it was at these meetings that the grumblings grew loudest. I was too good a friend of the family not to warn them, and I often talked things over with the rector's wife.

"I can vividly recall his commanding figure now as he stood in his chancel. He was heroic in appearance, standing six feet three inches in height.

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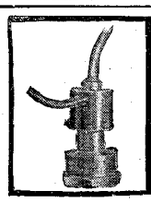

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"As he stood in the chancel with his prayer-book in hand, those sitting in the front of the church could easily see the stains on his hands. And this was even more noticeable on communion Sundays when he passed the cup to those kneeling at the altar-rail. The members of his congregation, especially those who loved him most, feared that he was impairing his health by his constant work in his laboratory, and there were some who intimated that his mind must give way sooner or later under the strain.

"As I look back upon it all now, without prejudice, I must admit that it was these experiments which cost him the rectorship of the church. But there never was a better man, or a better father, and I am truly thankful that the fruits of his efforts will come in time to provide comfort and even luxury for those who so loyally stood by him.

"Mr. Goodwin's salary was only $1,500 at the House of Prayer, so you can imagine that there wasn't much opportunity for him to provide for the future, especially when nearly every penny of this, over and above his actual living expenses, was used to further his research work. So engrossed was he in this work that at times he would leave the church at the close of a service to hasten to his studio, forgetting to remove his vestments. I have seen these vestments stained from the chemicals that he had spilled on them. I regret to say that this work sometimes was pursued on Sundays with the same vigor that was noticeable on week-days. Mr. Goodwin fell and broke his leg in 1900, and pneumonia setting in a little later, he soon passed away."

As everybody knows, the wealth of the Kodak Company is enormous and constantly growing. Moreover, a great share of the profits come now from the manufacture of moving-picture film, for which there has been in the last few years a far greater demand than even the extensive plant of the Eastman Company could supply. It is believed, however, that comparatively little of the film now made infringes the Goodwin patent, as the greatest demand has been for the Eastman fireproof film, an invention owned solely by the Eastman Company. How much the wealth of this company is due to the Goodwin discoveries and how much of it will finally reach the heirs of Hannibal Goodwin, is not known as yet. Perhaps the latter amount will far exceed anything ever remotely hoped for by him who devoted his energies to those discoveries. As the writer remarks:

Perhaps the Rev. Hannibal Goodwin, as he toiled so ceaselessly in his studio in the old Revolutionary rectory, was far too busy with the work in hand to permit his mind to stray to figures which involve so many millions, but as he worked he fondly hoped that the day was not far distant when those near and dear to him would be placed beyond the pale of need, and it was for them that he struggled.

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THE SPICE OF LIFE

A Skeptic.—FRED—"What kind of fellow is he?"

NED—"If you should tell him that seeing was believing, he wouldn't look."—*Judge.*

Fitting.—"Aren't some of the hats women wear absurd?"

"Yes," replied Miss Cayenne; "and yet when some people put them on they do look so appropriate."—*Washington Star.*

A Pair of Them.—"He looks like a fool!"

"But, papa, he has asked me to marry him."

"He has? Well, don't ever tell me I can't size up people."—*Houston Post.*

The "Compleat" Samaritan.—OWNER—"Here, what are you doing? Don't you know you're not allowed to take fish out of this water?"

ANGLER (three hours without a bite)—"I'm not taking them out; I'm feeding them!"—*Tidbits.*

Cause of the Chill.—MRS. KAWLER (to hostess's child)—"Are you glad to see me again, Edith?"

EDITH—"Yes'm, and mama's glad, too."

MRS. KAWLER—"Is she?"

EDITH—"Yes; she said she hoped you'd come to-day and have it over with."—*Boston Transcript.*

The Difference.—Harold Jenks, a syndicate editor of Denver, was talking about the low rates paid by the magazines.

"They who write for newspaper syndicates, where their work appears simultaneously in forty or fifty newspapers all over the country," said Mr. Jenks, "make a good deal of money. Of course, the magazine writer, beside such men, isn't one, two, three.

"A seedy magazine writer dropt in on me this morning to borrow a quarter. As he left, he said:

"'Jenks, old man, the difference between a hen and a magazine writer is this—while they both scratch for a living, the hen gets hers.'"—*New York Tribune.*

Much Missing.—A young fellow who was an inveterate cigaret-smoker went to the country for a vacation. Reaching the small town in the early morning, he wanted a smoke, but there was no store open. He saw a boy smoking a cigaret, and approached him, saying:

"Say, my boy, have you got another cigaret?"

"No, sir," said the boy; "but I've got the makings."

"All right," the city chap said. "But I can't roll 'em very well. Will you fix one for me?"

"Sure," said the boy.

"Don't believe I've got a match," said the man, as he searched his pockets.

The boy handed him a match.

"Say," the boy said, "you ain't got anything but the habit, have you?"—*Lippincott's.*

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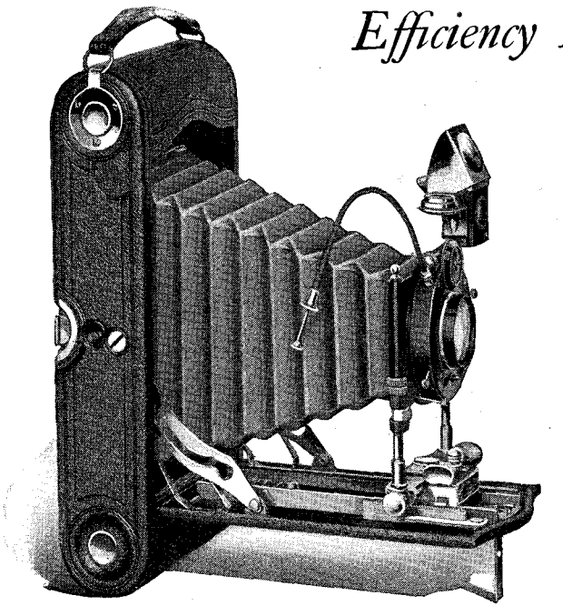

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A Delicate Question.—"The interrogation 'Where did you get it?' causes me much less apprehension," confessed Senator Smugg, "than the feeling that some day the public may learn the answer to the question 'Where did you put it?'"—*Puck.*

Not Guessing.—EXCITABLE PARTY (at telephone)—"Hello? Who is this? Who is this, I say?"

MAN AT OTHER END.—"Haven't got time to guess riddles. Tell me yourself who you are."—*Boston Transcript.*

Suspicious.—"What kind of meat have you this morning?" asked the husband of the butcher.

"The best steak we have ever had, sir," replied the butcher. "Here you are, sir; as smooth as velvet, and as tender as a woman's heart."

The husband looked up and said: "I'll take sausage."—*Ladies' Home Journal.*

It Worried Her.—"Fred, do you remember where you were in 1910?" asked the bride of a few months.

"Why, no, dear; I don't remember exactly," replied the young husband. "Why do you ask?"

"Why, I was reading to-day in the paper that it is said that in 1910 one person in every 800 in the United States was in prison."—*Exchange.*

Try This, Girls.—"Why are you so pensive?" he asked.

"I'm not pensive," she replied.

"But you haven't said a word for twenty minutes."

"Well, I didn't have anything to say."

"Don't you ever say anything when you have nothing to say?"

"No."

"Will you be my wife?"—*Chicago Record-Herald.*

He Meant Well.—A gentleman who had married his cook was giving a dinner party and between the courses the good lady sat with her hands spread on the tablecloth.

Suddenly the burr of conversation ceased and in the silence that followed a young man on the right of his hostess said, pleasantly:

"Awful pause!"

"Yes, they may be," said the old-time cook, with heightened color; "and yours would be like them if you had done half my work."—*New York American.*

Retort Courteous.—The usual large crowd was gathered at the New York end of the Brooklyn Bridge waiting for trolley-cars. An elderly lady, red in the face, flustered and fussy, dug her elbows into convenient ribs irrespective of owners.

A fat man on her left was the recipient of a particularly vicious jab. She yelled at him, "Say!"

He winced slightly and moved to one side.

She, too, sidestept and thumped him vigorously on the back.

"Say!" she persisted, "does it make any difference which of these cars I take to Greenwood Cemetery?"

"Not to me, madam," he answered, slipping through an opening in the crowd. *Philadelphia Public Ledger.*

A Winner.—"My dog took first prize at the cat show."

"How was that?"

"He took the cat."—*Columbus University Jester.*

Woman's Way.—"How can you tell when a woman is only shopping?"

"When they intend to buy they ask to see something cheaper. When they're shopping they ask if you haven't something more expensive in stock."—*Louisville Courier-Journal.*

Why School Principals Die Young.—At the Telephone. Time—Any day. Place—Any public school.

8:40 A.M.—Say, is dis d' school? Dis is Pete Flynn in Greene's class. Say, I ain't comin' t' school no more. Mom's got anuther baby an' I got t' git on d' job now. Git a work stifikit? Sure t'ing. Yez ain't got no job f' me, hav' yez?

8:50—No, I don't want to sub in your school. The work is too difficult.

9:05—Good morning. Is this the principal? Reading the Bible, did you say? Well, I can't wait for that. I'm Mrs. Williams. I'm going to take James to the Hippodrome this afternoon, so he won't be in school to-day. What class is he in? Well, I like that. What are you paid for, anyway?

9:15—Hello, No. —. This is the supply department. Say, we can't leave you have all those pads and pencils. The Mayor is cutting down expenses, y' know. We'll send up an extra typewriter and basketball instead.

9:30—Hullo. Der Schule? Was wollen Sie by chaseing dot truant man round by me allderwile für mein Heinrich? Shure dis is Klein der tailor. Say, does der compulsory eddicashun law or me run mein family? I see Abe Stein first.

9:40 — Hello, John. Superintendent Briscoe talking. Dr. Porter from Oregon is on the way up to your school. Sorry I couldn't give you more notice. Send word around to the teachers and only let him see the best. Big man, you know. Writing up a report of our system. No, I'm off the stuff during Lent.

10—This is Senator Smythe. I'm taking your Miss Strong to Albany with me about their bill. Fine girl. Gets my vote all right. Her father and three brothers are in my district and it will raise her salary.

10:10—Dees d' scoola? You tella d'-Antonio Pietro teecher plees 'xcusa heem. He gotta kill deesa d' morn by a wagon.

10:20—Oh, Mr. D——, will you tell my husband that our Charlie just took four steps, the little darling. And tell him not to wait for your conference this afternoon.

10:25—This is Police Headquarters! Say, can't that janitor get those sidewalks cleaned? Get a wiggle on him!

10:30—Principal? About that new course of study in history. My company has the best book on the market. Simply perfect. Don't want any? Be up to see you this afternoon.

10:40—Hello, the school? Mr. D——, will you tell my Georgie not to forget his rubbers? Good-by.—*New York Evening Mail.*

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CURRENT EVENTS

Foreign

April 9.—Haruko, the Japanese Empress Dowager, dies at Nomazu.

April 10.—A party of United States marines, landing for supplies, are arrested in Tampico, paraded through the town, and thrown into jail.

The French Government approves new loan to Turkey.

April 11.—Huerta apologizes briefly for the arrest of United States marines.

April 12.—Ferdinand Forest, the inventor of the explosion motor-engine, is killed by one of his own engines in a motor-boat at Monaco.

April 14.—A formidable revolution in lower China is reported from Shanghai.

April 15.—Huerta submits to the Mexican Senate this country's demand for a salute to the United States flag, in apology for the arrest of our marines.

Domestic

WASHINGTON

April 9.—An annual saving of $1,000,000 in the rural mail service is announced by the Post-office Department.

President Wilson sends to the Senate a long list of consular appointments and transfers.

April 10.—Secretary Bryan announces that Colombia, under the new treaty terms, will have free use of the Canal.

The House Judiciary Committee gives a favorable report on the resolution to impeach Justice Wright, of the District of Columbia.

April 14.—The American Fleet is ordered to Tampico, as a result of Huerta's failure to salute the American flag.

Secretary of the Navy Daniels gives his approval to the plan of using war-ships as trading vessels to South America.

According to the testimony of ex-Ambassador White, there was no suggestion of tolls exemption during the negotiation of the Hay-Pauncefote treaty.

GENERAL

April 9.—City hospital conditions in New York are reported by Charity Commissioner Kingsbury to be a "disgrace to civilization."

Alfred Noyes is appointed visiting professor of English by Princeton University.

April 10.—Richard Croker makes a second attack on Charles F. Murphy, predicting Tammany's ignominious failure under Murphy's leadership.

April 15.—J. P. Morgan resigns as director of the New York Central Railroad.

Know Him?—An egotist is a man who thinks if he hadn't been born people would have wanted to know why not.—*Puck.*

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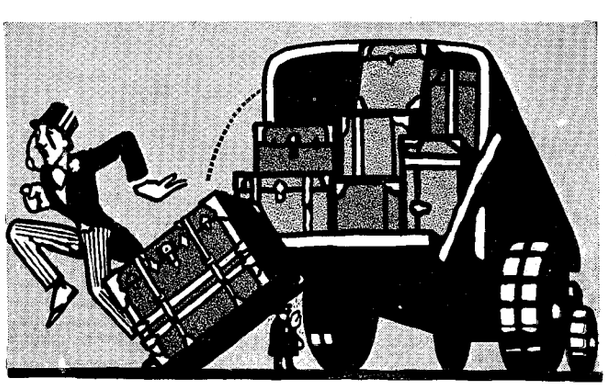

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"M. D. S.," Hermiston, Ore.—"Please give the correct use for the following italicized words: 'The men have finished taking the census, everyone cooperating to supply full and accurate information. *This data is* now being collected and tabulated in the office.' Can *data* be used in this collective sense, or should it be, 'These data are'?"

No. *Datum* is singular; *data* is plural, and the latter always takes a verb in the plural. A somewhat similar state of confusion occurs in some minds over the plural *memoranda* (singular, *memorandum*), which some persons persist in using as a singular with a verb in the singular, which is as erroneous as the misuse of *data* with a verb in the singular.

"C. T. A.," Banita, La.—"(1) How would you spell the plural of the noun *goose*, meaning a tailor's *goose?* (2) Is it correct to say *biscuits* when you mean more than one biscuit? (3) In the poem 'Evangeline,' by Longfellow, do you think Evangeline and Gabriel were ever married?"

(1) *Gooses* is the plural.

(2) It is correct to say *biscuits* when you mean more than one biscuit.

(3) They were not married, but were betrothed when Evangeline was seventeen years of age.

"T. C. B.," Pittsburg, Pa.—"Kindly give me your opinion as to the better form in closing a will: 'I hereby appoint . . . executor of this, my will,' or 'I hereby appoint . . . *as* executor of this, my will.'"

Either; but we prefer the omission of "as."

"W. J. B.," Erie, Pa.—"(1) In the following sentences, Kerl's Grammar calls the first 'like' an adjective, and the second one an adverb. Please tell me of what 'him' is the object. 'Few men, like him, fight.' 'Few men fight like *him*.' Is the following sentence correct, and if so, why is 'me' objective? 'He is a man like *me*.' (2) Is the following correct in regard to tense, 'I *had wanted* to see you before you went home. Would it be correct to omit 'had'?"

In the three cases you cite, *like* is an adjective, the objective word in each case being governed by "to," understood. To make this clear, we will repeat the sentences, inserting "to" at the point where it would naturally occur. (*a*) "Few men, like (to) *him*, fight." (*b*) "Few men fight like (to) *him*." (*c*) "He is a man like (to) *me*.' The "to" is now so uniformly omitted that *like* has come to have practically the force of a preposition in all such cases.

(2) The two sentences, "I *had wanted* to see you before you went home," or "I *wanted* to see you before you went home." are equally correct, the former merely being a little more remote than the latter.

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